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American Association of Transfer Companies.



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Some "83" Styles.

U. S. Department of
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Clip Your Horses in the Spring

It Pays—Clipped horses look better, feel better and do better work—Clip with the

Stewart Ball Bearing Clipping Machine

The only ball bearing clipping machine made. Do not buy a frail, cheaply constructed clipping machine that will last you only a season or two, and give trouble all the time, when you can get this splendidly made, enclosed gear, ball bearing machine for less than \$2.00 more. Every gear in this machine is cut from solid steel bar and made file hard. They all run in an oil bath, so friction and wear are practically done away with. It turns easier, clips faster, and lasts longer than any other clipping machine made.

We Guarantee it for Twenty-Five Years. Price Complete is only \$7.50

Get it from your dealer or send \$2.00 and we will ship C. O. D. for balance. Write for our big free catalogue. Try this machine out side by side with any other machine on the market, at any price, if this is not worth three times as much, send it back at our expense both ways, we will refund every cent you paid. Chicago Flexible Shaft Co., 98 La Salle Ave., Chicago



APRIL, 1910.

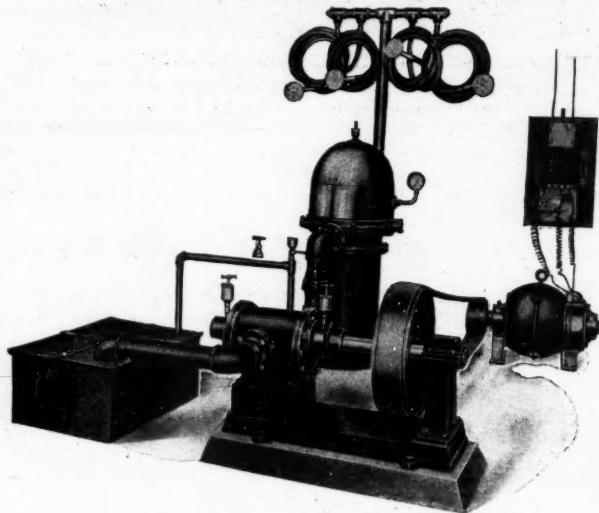
THE TEAM OWNERS REVIEW.

TABER VACUUM HORSE GROOMING MACHINE

BUILT IN THREE SIZES.

Grooming Capacity 15, 30 or 60 Horses Per Hour.

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Stables
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Groomers
Inhale
No
Microbes
Horses
Enjoy
Treatment

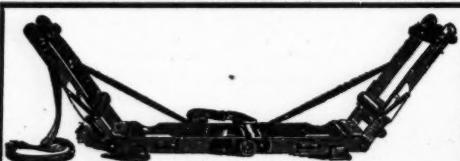


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Removed
Instant-
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AGENTS WANTED
IN EVERY CITY.

TABER PUMP COMPANY,

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The Genuine Reynolds Combination Piano Mover

Do not be Deceived into buying
an Inferior Mover. The Best
is what you want. - - - - -

We make them with all latest improvements and
can quote you interesting prices on a piano mover
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Mover is made of selected hickory and is thor-
oughly ironed, bolted and padded. Provided with
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Adjustable to all kinds and sizes. Our mover avoids
all danger of injury to the piano and saves two-
thirds of the labor.



PIANO COVER
Made of waterproof canvas
and lined with canton
flannel. Write to-day for
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We also manufacture Piano Hoists.

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112 Edwards St.,

Sycamore, Ill.

"BE GOOD"
TO YOUR HORSES
USE FRAZER'S AXLE GREASE
AND MAKE IT EASY FOR THEM.



DEMAND THE OLD RELIABLE
FRAZER
TRADE MARK
AXLE GREASE

THIS IS JUST
WHAT I SHALL
DO AFTER THIS
MY FRIEND
YOU TOO USE
FRAZER'S
AXLE GREASE

SOLD EVERYWHERE
WILL WEAR TWICE AS LONG
AS ANY OTHER!
TRY IT!

USE THE
BEST
TAKE NO
OTHERS

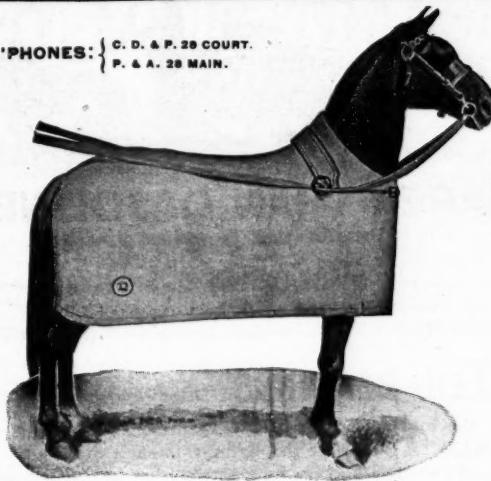
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Many Thousand Tubs of this Grease are sold weekly
to the Truckmen of New York City, their Trucks are
loaded heavy and a saving of both time and money
is made, one greasing lasting two weeks or longer.
Ask your dealer for FRAZER'S with label on. It saves
your horse labor and you too.

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HORSE ... AND ... WAGON COVERS.

FOR SALE BY ALL LEADING SADDLERS
THROUGHOUT THE UNITED STATES.

Pittsburg Waterproof Co.

435 Liberty Street, PITTSBURG, PA.

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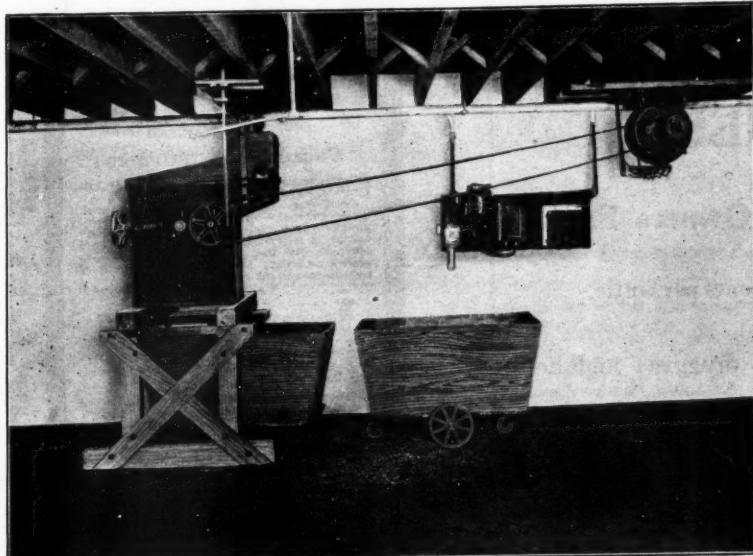
is guaranteed to save 15 per cent. on whatever quantity of whole oats you feed your horses, or ship the Crusher back to us at our expense. Try it first before you buy.

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ILL.

ORIGINATORS
OF THE CRUSH
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Motor Vehicle Manufacturers recognized early in the game that the greatest obstacle they had to overcome to sell successful cars was friction—

They realized it was folly to have a high powered efficient engine developing power under the hood that would be used up, overcoming friction in other parts of the machine, so they got busy in the right direction and replaced old fashioned friction gearings wherever they could with

TIMKEN ROLLER BEARINGS

until to-day—say ninety odd (90) per cent. of all the makers of high grade American Automobiles are using **TIMKEN ROLLER BEARINGS** in part or throughout, in their cars.

And yet, strange to say, some Team Owners are still using wagons equipped with the old time friction bearing axles.

Are you one of those that believes horseflesh is cheaper than gasoline?

If you do, write us for "Facts."

THE TIMKEN ROLLER BEARING COMPANY, Canton, Ohio.

BRANCHES: 10 E. Thirty-first Street, New York.
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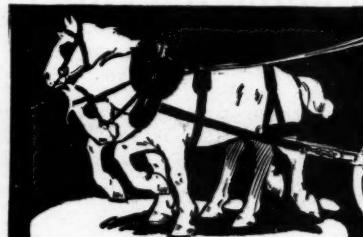
The Team Owners Friend.

Price 50 cents per bottle.

For sale by all druggists and horse goods dealers, or sent direct.

German Distemper Remedy Company,

Goshen, Indiana, U. S. A.



Cured Six Ringbones

1011 Kauffman Ave., Dubuque, Ia., Feb. 11, 1909.

Dr. B. J. Kendall Co., Enosburg Falls, Vt.

Gentlemen:—Please send me your book called "Treatise on the Horse." I have used your Spavin Cure for years. At present I am doing well in the cure that has a Ringbone. This will make the six bones we have cured with your medicine. It has given the best of satisfaction in all cases.

Yours truly, Frank Meyer.

Kendall's Spavin Cure

for 40 years has led the medical world in the treatment of Spavin, Ringbone, Curb, Splint, Swelling, & all diseases of the joints of all kinds. It is the one remedy that thousands of experienced horsemen have come to depend upon absolutely. Never causes blisters, scars or white hair spots. As good for man as for the horse. Keep it on hand for emergencies. Get a copy, "Treatise on the Horse" and valuable free book, or address

Dr. B. J. Kendall Co., Enosburg Falls, Vt.

ST. LOUIS TRANSFER COMPANY, ST. LOUIS, MISSOURI,

Agents For All Railroads Terminating at East St. Louis and St. Louis.

GENERAL RECEIVERS AND FORWARDERS,
RECONSIGNMENT AND DISTRIBUTING AGENTS,
EXTENSIVE STORAGE WAREHOUSES,
PASSENGER VEHICLES TO AND FROM UNION STATION,
BAGGAGE CHECKED FROM RESIDENCES AND HOTELS,
BAGGAGE AGENTS ON ALL INCOMING TRAINS.

General Offices: 400 SOUTH BROADWAY.

G. J. TANSEY, PRESIDENT AND GENERAL MANAGER.

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WHEN AT
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Virginia Avenue and the Beach

The Hotel Ponce de Leon is newly furnished throughout with rare taste, and possesses all modern requisites for convenience and comfort of guests.

Hot and Cold Sea Water Baths
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A Booklet will be gladly furnished on application.

Rates running from \$12.50 to \$30.00 per week, according to location of the rooms.

Official Hotel American Motor League and the International Automobile League.

Garage Capacity 300 Machines

For further information address

ALFRED B. GRINDROD
Proprietor and Manager, Atlantic City, N. J.



IT OUTLASTS OTHER AXLE GREASES.

Dixon's Graphite Axle Grease lasts from 2 to 5 times as long as most greases—because of the durability of its base, Dixon's Flake Graphite. Write for free sample.

Joseph Dixon Crucible Co.
JERSEY CITY, N. J.

the **COMMERCIAL VEHICLE**

Published Monthly.

1402 Broadway, New York.

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.

AN ADVERTISEMENT IN THE TEAM OWNERS REVIEW BRINGS RESULTS

KRESO DISINFECTANT

FOR THE STABLE

Prevents Infectious diseases. Kills disease-germs, parasites, lice, maggots, worms. Cures galls, grease-heel, scratches, thrush, proud flesh, mange, sores, collar-boils, barb-wire cuts, etc.

DISINFECTS, CLEANSES AND PURIFIES

Write for circulars giving directions for the use of Kreso.

THERMOFUGE

The ideal Veterinary Poultice. Always ready to apply. None of the dangerous qualities of the old vegetable poultice. Send for booklet on its use, and illustrations "HOW TO BANDAGE A HORSE."

OTHER VETERINARY SPECIALTIES:

Kreso Dip, Influenza Antitoxin, Mallein, Tuberculin, Nuclein Solution (Veterinary), Antistreptococcic and Antitetanic Serum.

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Laboratories: DETROIT, Michigan, U. S. A.; WALKERVILLE, Ont., Can.; HOUNSLAW, Eng.

Branches: New York, Chicago, St. Louis, Boston, Baltimore, New Orleans, Kansas City, Indianapolis, Minneapolis, Memphis; London, Eng.; Montreal, Que.; Sydney, N. S. W.; St. Petersburg, Russia; Bombay, India; Tokio, Japan.



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HERE TO TELL
YOU
THAT AN ADVERTISEMENT
IN THE
TEAM OWNERS REVIEW
IS WORTH
ALL IT COSTS
AND THEN SOME.

THE TEAM OWNERS REVIEW.

A Monthly Journal published in the interest of The Team Owners of the United States and Canada.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURG POST OFFICE.

VOL. IX.

PITTSBURG, PA., APRIL 1910

No. 4.

OFFICIAL CONVENTION CALL

The National Team Owners Association is hereby called to assemble in convention in accordance with Section 1, Article 4, on page 8 of the by-laws governing the same, and in compliance with the action of our last previous convention. The convention will be held this year in Cincinnati, O., the third Monday of June, the same being the 20th thereof, at ten o'clock A. M. of said day, at the Sinton Hotel, for the purpose of the consideration and transaction of such business as may be presented to the meeting.

Section 3 of Article 4 specifies that each local association shall elect in the month of April a delegate for every 25 members or fraction thereof.

Section 4 of Article 4 specifies that at the same time each local association shall elect an alternate, corresponding to each delegate, to act in place of the regular delegate, in case of failure on the part of the regular delegate elected to attend.

The names of such delegates and alternates elected shall be sent to the national secretary within five days after their election.

Section 9, Article 4, provides how vacancies shall be filled, and in accordance with Section 11 of Article 3, the board of directors is called to meet in the Sinton Hotel at Cincinnati, O., Saturday, June 18, at 8 P. M., for the transaction of such business as may properly be brought before them for their deliberation and action.

HUPP TEVIS, President.
St. Louis, March 21, 1910.

A NEW NATIONAL MEMBER

The Queen City Team Owners Association of Buffalo has made application for a charter, which will entitle them to membership in the National Team Owners Association. This organization was formed about a year ago and has been exceedingly successful.

HORSE DEALING PUNISHED

It will probably be news to horse gyps that under an act of the Pennsylvania legislature, passed in 1909, their vocation has been rendered extremely hazardous. This came out in a hearing on February 26 before Justice Richard W. Iobst of Emanus, Pa. The case was over a typically dishonest horse deal, the victim being a woman, and she not only fought, but won.

Mrs. Annie Lauban, who has a truck farm near Emanus, came to Justice Iobst with a complaint that Joseph Gwaller had tricked her in a horse sale. He represented the animal as young, sprightly and sound as a dollar, and he had actually been doped to look all that was claimed for him. After she had him a week she found he was old, toothless and worthless. Gwaller was arrested for violating the new act making it a crime to sell a "debilitated or diseased horse," and was only too glad to refund the \$185 and pay the costs. Justice Iobst favored binding him over for court besides, but Mrs. Lauban was satisfied to get her money.

ELEVEN TEAMSTERS ARRESTED

Teamsters who feed their horses on the street in Pittsburgh, Pa., have received the first jar of a series the police are planning against the practice, when 11 drivers were arrested. They were charged with violating a city ordinance.

Nine of the men were fined \$5 or five days to jail, one was fined \$10 or 10 days to jail, and the remaining one forfeited a \$15 deposit for appearance.

Complaints against making the streets a stable for horses have been many and the police say they will continue to make arrests until the practice on the part of the teamsters is stopped.

THE TEAM OWNERS REVIEW.

CANAL TERMINALS FOR NEW YORK

An Act of the New York State legislature of 1909 provided for the creation of a commission to consider the provision of terminal facilities for the canals of the state.

The Act contemplates the ultimate acquisition by the state of lands and riparian rights, and the construction of piers, basins, etc., to accommodate the traffic consequent upon the enlargement of the Erie and other canals.

It is of great importance that adequate provision, sufficiently in advance of the completion of the enlarged canal, be made for this traffic in the Port of New York, where the present facilities for canal traffic are extremely limited, and cannot be speedily enlarged because most of the available piers are held by their present occupants on long leases.

A special committee of the Manufacturers' Association, composed of Messrs. Gustav H. Schwab (Chairman, Committee on Domestic Commerce) and McDougall Hawkes (Chairman, Committee on Harbor and Shipping), recommended the following plan for canal terminals:

1. The creation of a basin for the accommodation of canal boats with full cargoes eastbound while waiting for orders, such basin preferably to be located near Spuyten Duyvil.

2. The retention of the present location of piers for canal traffic between piers 4 and 7 on the East River for the accommodation of eastbound boats with grain and flour cargoes.

3. The provision of two or three piers on the North River, preferably in the vicinity of Franklin street, for the accommodation of westbound general cargoes. The location of these piers should be near the dry goods district.

4. The provision of similar piers on the East River, preferably near Corlears Hook, for westbound and eastbound cargoes.

5. The provision of one or two piers on the East River in Williamsburg to accommodate traffic coming down on the Canal and bound for that region.

6. The provision of one pier at Gowanus for a similar purpose.

7. The provision of piers on the Harlem River and the East River in the Bronx and in Manhattan, also at Port Morris, according as the needs in that region may develop.

This plan was unanimously approved by the Executive Committee, and Mr. Hawkes appeared before the Canal Terminal Commission in advocacy of it. It likewise has the support of most of the other commercial organizations of the city.

PROTEST AGAINST OVERLOADING

The Winthrop, Massachusetts, Ministerial Association, at its monthly meeting in February, voted to send out through the newspapers a word of warning to all teamsters and owners of teams delivering heavy loads in Winthrop, that during February, March, and April, great care must be taken not to overload. Teams that may haul heavy loads on paved streets cannot do the same on Winthrop soft roads, during the late winter and early spring, without cruelty. Overloaded teams may be stopped by citizens who call upon the police to interfere, as has already been done.

SUNDAY HORSESHOEING BILL

Horseshoers themselves appeared before the legal affairs committee to protest against the bill to permit horseshoeing on Sunday during the winter months, ostensibly to admit of sharpening horses for the slippery going in the streets. A. B. Root of Boston and Edward B. Muldoon, both horseshoers, and ex-Senator Prouty of Spencer opposed the bill.

Mr. Muldoon saw no necessity for Sunday horseshoeing; he said he didn't want to work on Sunday and didn't want his men to have to do so. He suggested that users of large numbers of horses would be likely to come to him and ask him to fix up all their horses on Sunday, and if he didn't want to do so someone else would.

PAVING SPECIFICATIONS

An organization has recently been formed in Chicago for the purpose of establishing a standard for paving specifications in all the larger cities in the country. The organization consists of city officials and engineers. It would seem, that it might not be out of place for the delegates at the next convention of the National Team Owners Association to look into the aims and objects of this matter. Street paving in the city is of importance to team owners and their interests ought to be taken care of when these specifications are standardized.

HORRORS OF SPRING.

"If we have a stormy spring the peach crop will be ruined."

"And if we have only balmy weather?"

"Then the joke crop will be a failure."

AN INTERESTING LETTER



The following is a copy of a letter which was sent to George Turner, the well known team owner of Denver, Col., and which was furnished to THE REVIEW on account of the general information it contains of interest to team owners. In this respect, Radcliffe & Company of Detroit, the writers of the letter, have certainly accomplished a good thing. It is

a chatty epistle, full of wise and useful suggestions, which will no doubt be found of value by the readers of this paper:

We herewith acknowledge receipt of your dandy booklet, and would simply say "it certainly is above the average, will be kept, and should bring you business." The folding pictures are also very nice indeed. During the mad rush of business, many good things are overlooked, or carelessly cast aside, but we are certain yours will not be, and we surely appreciate your remembering us.

A few days after you were in Chicago, the writer was there looking into the motor game, and acquired all the dope along this line he could, among which he received from the Reliance agency in Chicago a fine picture of Hebard's motor van, and the Reliance men also promised to send you a copy of one and mention us, as we remembered you were also investigating the motor power, and we trust you received the picture, as it was certainly fine.

I next went to Mr. Hebard, who claimed that "it was 10 to 1 in favor of horses on short runs, and just the opposite on long runs." Next to Mr. Werner who said "he thought he would want one shortly for an 'ad' and for long draws." Next to Mr. Homes, civil engineer for the A. H. Ravelle Co., who said, "Four wheel drive and generate your own electricity is the only strictly practical commercial truck." Said he understood the Fuller Power Truck Company of Detroit were making such a truck, and "if Fuller has that, it is the only sure thing." Next to Detroit, where accompanied by one of the Leonard Bros., we went through the big Packard

Auto Works, and were shown through the entire works by Mr. D. C. McKay, who certainly is a fluent talker, and seems to know the game thoroughly, and he also said, "If Fuller has what he claims he has, the commercial truck problem is solved." And he supplied the writer with blue prints, and was pleased to take a copy of the picture of the Hebard Power Van. The Packard people are actually putting up another large factory, which is honestly twice as big as our mammoth Oriel Cabinet Company plant, and it is very evident that Detroit leads the bunch, and is practically automobile crazy. The next day the writer and the other Leonard went through the Fuller Power Truck Company, and saw the truck worked out, and it is certainly the proper thing, as far as I can see, and although our Grand Rapids truck now also has the four-wheel drive, generating your own electricity, Fuller has them all beat. You see he has the Kelley tires on all four wheels and instead of simply having the power on the two rear wheels, allowing them to dig in the sand and soft spots, he gets power from the entire four wheels, which you can readily see, beats Mr. Hebard's Reliance Motor.

The writer is awfully sorry he did not meet you and look over the motor game with you in Chicago and Detroit, but he missed you the same as he did your side partner the other day, of the Merchants' Storage & Transfer Company of Des Moines, Iowa, who was just ahead of me at the Trans-Continental office, and had just left the LaSalle Hotel for the evening.

Mr. Hebard had some trouble with the chauffeur speeding the machine. The Packard people showed us a sort of safety valve which allows an employee to run only ten miles per hour, which you see would be a great thing and would overcome the trouble Mr. Hebard had, also of furniture jouncing and marring from speed. There is also a device now on the market similar to a ticker tape or a watchman's tape and which shows just how fast your chauffeur was running at the time of an accident (if any). Also how long the machine was tied up in different places when it should have been running, and if a man is doing what is right, he needs have no fear of the tape keeping tab on him, and we would suggest you had both of these attachments to the two motor trucks your little booklet says you are constructing.

We noticed the revolving globe you used to show in your booklet does not show at present and we wondered if you found the turning of same was impracticable. Will you kindly write us on this point at your convenience? Also whether you adopted the chair and table game we explained to you a couple of years ago. If not, we are reasonably sure you missed it, as it

is a great thing to fill in with and keep both your singles and doubles busy during the winter, when horses "eat their heads off," so to speak. Werner Bros. and a number of other Chicago and Detroit concerns haul coal in winter, and we honestly cannot see how good men can descend to do dirty work of this kind, when they are competent furniture handlers, and consequently, want to keep clean. You see, Mr. Turner, our specialty is like yours—household furniture and pianos, and while we occasionally do a little other teaming on the side, and have a handsome low Goose Neck Safe Van, the former is what we cater to and are trying to be proficient in.

The writer has just filed an application with

you are planning, the same as the Leonard Bros. are erecting in Detroit.

The Sage Transfer Company of Pueblo are good advertisers (in our judgment) and they never fail to mail us a reminder once a month that they are "still doing business at the old stand and that they will be pleased to receive any shipments to their city." We thought this a good idea and consequently are getting out the enclosed postal cards, which while inexpensive will serve the purpose, which is to "get business," the same reason you got up your fine booklet, for this is the whole thing in a nutshell and what we are looking for. We think our Depot stunt cards are just the thing and also the notification of shipment which we recently mailed



Mr. Wood of the Lincoln Warehouse people, to become a member of the Illinois Warehouse Association, which we see you also belong to, and of which the Leonard Bros. of Detroit, Mich., are also members. We trust that through this association we may now get acquainted with other progressive men in our line. The writer had the pleasure of going all through the Lincoln people's new warehouse, also the Washington Park, which the Empire people have just erected, and which Mr. Carroll of the latter and Mr. Wood of the former, naturally take pride in showing. We understand you also went through these two model warehouses together with the fine Herder building to adopt anything you might see for your new building which we understand

you a copy of, and you so kindly acknowledged, and THE TEAM OWNERS REVIEW, also mentioned, has brought us direct results, and the latter should, in our judgment, be adopted by every progressive transfer man, who desires reciprocity.

Now, Mr. Turner, the writer is secretary of the Grand Rapids Team Owners Association, and in order to produce an intelligent paper on the commercial truck game he looked up the matter pretty thoroughly as you can see, and as he intended to write results to THE TEAM OWNERS REVIEW, he will send them a copy of this letter which may interest other team owners throughout the country.

Feeling sure that you are so interested in our

business you will not consider we are punishing you with this long letter, we remain

Your sincere friends,

RADCLIFFE & COMPANY.

Dict. J. H. D.

By E. M.

TEAMSTERS UNIONS DISAGREE

The Chicago teamsters, or independent movement, have at last shown their true spirit by hiring a strike-breaking agency to man the wagons of the Union Line Company in Chicago, where the members of Local 718, International Brotherhood of Teamsters, are out on strike or were locked out because of their refusal to join the independent, or secession, movement. This seems rather a strange proceeding for an organization that calls itself a labor union, when there are so many non-union men and strike-breakers scattered all over the city in Chicago driving teams in every direction and they are not in any way molested or asked to become a part of this independent union; in fact, belong to no union, especially in the large express companies, where not on button can be seen; we say it seems rather strange that those men are allowed to continue working without interference or without being requested to join a union, and good, stanch, loyal union men are interfered with every day in the week and assaulted by this so-called union of independents—the Chicago teamsters.

The leaders of this movement will have a hard time trying to convince the rank and file of trade unionists of Chicago that they are sincere in their actions and working for the uplift of the teamsters of Chicago. They have at least four men on each wagon run by the Union Line Company and they must be paying an average of \$3.00 a day to each strike-breaker. There is no profit in this kind of business.—The Teamsters.

ROAD IMPROVEMENTS

The improvement of roads in the United States during the year 1909, was remarkable from every point of view. Eleven states alone whose reports are clearly defined and comprehensive, spent over \$22,000,000 in road and bridge construction and maintenance, and ten of these states have appropriations for 1910 amounting to more than \$16,500,000.

Two states were added to the list of those who furnish state aid in road building, West Virginia, by virtue of a law which became effective July 1, 1909, and Kentucky, by an amendment to its

constitution, which became a part of the basic law after the general election in November. The legislature is now working out laws to make it effective.

In several states of the Union, where there was no considerable amount of road construction during the past year, progression took the form of the advancement of road sentiment, and preparations were made for future work, either in the way of attempting to secure legislation, or of making better use of the laws as they exist.

There will be little legislation this year, as there are but few states where the legislature is in session. New York, New Jersey, Maryland and Massachusetts are likely to amend their highway laws in some minor details. Rhode Island is working on a new automobile law; South Carolina's senate, during the last days of February, rejected a bill providing for a state highway engineer, but the measure is likely to be taken up in another form; Mississippi is working hard along lines which will, if successful, result in much road improvement during the next few years. Louisiana and Georgia fully expect to enact good roads laws when their legislatures meet in May and June, respectively.

While the Alabama legislature does not meet until January, 1911, the goods roads association of that state is working along political lines to secure the election only of such persons as shall favor a road improvement law. The Wisconsin legislature at its last session provided for an extra session when several commissions, among them one on public highways, were ready to report. The highway commission is ready with its recommendations, but others are not, and the date of the special session is uncertain.

As will be noted in the reports from the various states, the entire road situation shows progressiveness, thorough interest and, in many cases, enthusiasm.—Good Roads.

LEE'S BEREAVEMENT

James Lee, a negro ash collector of Homestead, Pa., received the most stunning bereavement and disappointment of his life recently. First his wobbly horse acquired lockjaw, but James was undaunted by that.

The idea struck him that he might get from \$3 to \$5 for the animal at a soap factory at Becks Run if lived long enough. He started at once. But at West Homestead, two miles from the soap plant, the poor lockjawed horse dropped.

Police Chief Michael McDermott then arrived. Lee told him of his soap factory idea. Then McDermott shot the horse and Lee had to pay to have the body removed.

Among The Associations

St. Louis, Mo.

At our regular meeting held March 10, we elected delegates and alternates to represent our association at the National Convention to be held at Cincinnati next June. We had an enthusiastic and spirited meeting with a good attendance. One of our newly elected members brought in a complaint in reference to unloading wagon-loads of freight containing several lots at more than one door. The gentleman has already begun the fight with a certain railroad company in our city and has asked the support of the association. His object is to try the strength of the association. Our president, Hupp Tevis, appointed a committee of three of our members that handle a large quantity of freight to take this matter up with the railroad company, and there surely will be something doing as the committee appointed are hustlers and generally gain their point. Our president, Hupp Tevis, left our city Monday, March 14, for an extended trip through the eastern cities. His stay will cover two or three weeks and he expects to accomplish considerable on his journey for the benefit of the National Association.

The delegates elected at our meeting are as follows: A. J. Kuepfert, George R. Jansen; alternates, B. Pagenkemper, F. Walton.

After the election several members announced that they would accompany our president and delegates to the convention. Up to the present time we have about twelve in all who will make the trip to Cincinnati. There may be several more who may make up their mind to go before the time arrives.

The teaming business in our city at the present time is very brisk.

A. J. KUEPFERT, Secretary.

Springfield, Mass.

President Tevis, of the National Association, favored Springfield with a visit on the 22nd inst. Arriving here in the afternoon he made the round of the Team Owners of the city and was everywhere most cordially received. A pleasant evening was spent at the Hotel Henking and the following day and evening President Tevis spent with our neighbors at Holyoke, again making us a short call on Thursday morning on his way to Boston, in which direction he was accompanied as far as Worcester, by Mr. E. W. Oatley, president of E. W. Oatley & Co., Inc., acting as guide and interpreter. At last accounts President Tevis was looking well and gradually becoming accus-

tomed to our "Yankee" dialect and with a prospect of accomplishing much good in this territory.

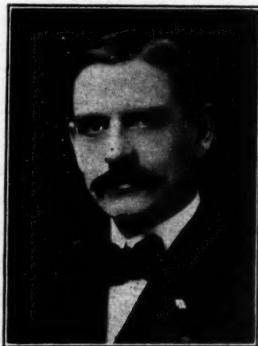
CHAS. N. DUNN.

Pittsburgh, Pa.

The Pittsburgh Team Owners Association of Pittsburgh, Pa., held a meeting on March 23, in their headquarters in the Commonwealth building, and many very important matters were acted upon.

The organization under President Thomas F. Ashford, Jr., appears to have taken on a new lease of life, and many team owners are now joining the association. At the present time it has 162 members and there are quite a number of new applications pending.

One of the important matters at this meeting was the election of officers and a board of directors for the ensuing year, which resulted as fol-



THOMAS F. ASHFORD, JR.

lows: President, Thomas F. Ashford, Jr.; vice president, Jacob Minzinger; treasurer, J. F. Flood; directors, J. F. Keenan, R. R. Woodburn, Joseph White, H. A. Elchley, W. B. Straight, Joseph Boles, John O'Neil, J. C. Adams, Thomas Walters, A. C. Canfield, Matthew Irwin, H. L. Carter, J. J. Blanck, John Clark and A. A. Wenzel.

Mr. Minzinger, the chairman of the legislative committee, reported that the plan of action against the present traffic arrangements of the city of Pittsburgh is making good progress, and it is hoped that the team owners will gain their point. It appears that a traffic arrangement recently inaugurated by the city by which vehicles are compelled to traverse certain downtown streets in one direction only, is working a great hardship upon them, because it means to them much loss of time, and owing to a very steep grade on one street many accidents have

occurred there entailing loss of horses and wagons to many team owners. The team owners contend that, in view of the fact that they are taxed an exorbitant vehicle license for the right to move their wagons along the streets, they should be entitled to better accommodations than they are getting now.

A report was also made by Mr. Woodburn, the chairman of the banquet committee, who stated that all arrangements for the annual dinner are completed. The dinner will be held at the Hotel Duquesne on April 6. Many speakers have been engaged for the occasion and some excellent talent to render vocal and musical entertainment has also been secured.

Mr. Heinrichs announced to the meeting that he had received a letter from the president of the National Team Owners Association, who would pass through Pittsburgh in a few days, expressing a desire to meet as many of the Pittsburgh team owners as possible. It was decided by the meeting that as soon as it was definitely known when Mr. Hupp Tevis would arrive in the city arrangements should be made to tender him a suitable reception. Mr. Heinrichs was instructed to write Mr. Tevis inviting him to the banquet.

Grand Rapids, Mich.

At the last meeting of The Grand Rapids Team Owners' Association complaint was made against the Pere Marquette Railroad for failing to keep its roadways to the freight house in proper condition, and a resolution was passed instructing the secretary, Everett M. Radcliffe, to consult with the proper authorities of the railroad and have the matter attended to. This resulted in the following correspondence:

Grand Rapids, Mich., 3- -10.
Pere Marquette R. R. Co.,
Per S. Shepperson,
City.

Dear Sir:—We, herewith enclose you clipping which speaks for itself. The Team Owners of our city have instructed me to ask you if you cannot put the matter through the proper channels so that the gravel, etc., is removed from your road-beds and a regular paving put in instead, the same as most all the cities in the country the size of Grand Rapids have to-day.

Awaiting the results of your roadmaster's inspection and trusting he can see his way clear to comply with our request without our resorting to the common council for relief, we remain,

Your friends,
THE TEAM OWNER'S ASS'N OF G. R.,
By Everett M. Radcliffe, Sec.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

PERE MARQUETTE RAILROAD COMPANY.

Grand Rapids, Mich. 3-7-10.

Team Owner's Ass'n,
Grand Rapids, Mich.

Gentlemen:—Your communication of the 4th inst. addressed to Mr. Shepperson, complaining of condition of driveways along team track in this city, has been referred to me.

I am pleased to advise you that a short time ago we requested, and were granted, permission by the Common Council to cross Cherry Street with one additional track and Oakes Street with two additional tracks, just west of South Ottawa St. We intend to commence as soon as possible putting in two tracks on this company's property on the west side of South Ottawa Street, and this street will be paved between Cherry Street and Island, the two tracks to be put in to be used as team tracks, and when the work is completed, I am satisfied the Team Owners' Association will have no further cause for complaint, as the team tracks will then be along paved street, and in a location more accessible than the present team tracks.

Yours truly,

THEO. ENSEL,
Superintendent.

Further comment is unnecessary.

Albany, N.Y.

We had the honor of entertaining Mr. Hupp Tevis, the president of the National Team Owners Association, in our city on March 21, 1910.

The president of our Local Association, Mr. Lester Parker, had called a special meeting of our association for that night and we had the pleasure of listening to one of the most interesting talks pertaining to our business by Mr. Tevis, which was appreciated very much by our members.

ALBANY TEAM OWNERS ASSOCIATION,
H. T. WILPERS.

LONGEVITY OF HORSES

A good authority on horses says that the gray will live the longest, and that the roans come next in order. Blacks seldom live to be over twenty, and creams rarely live more than ten or fifteen years.

The Studebaker Automobile Company of South Bend, Ind., are reported to have placed a new two-ton gasoline truck on the market, which is said to be a very good vehicle.

THE HORSE BEFORE CONGRESS

The Horse Owners Mutual Protective Association of Washington, D. C., has at last succeeded in its efforts to get a bill before Congress for the prevention and punishment of cruelty to animals. This bill has been prepared by the Chamber of Commerce in Washington and endorsed by the horse owners of the District of Columbia. THE TEAM OWNERS REVIEW has from time to time called attention to this bill, as of interest to the team owners of this country, because it is based upon the soundest principles of humanity. In its provisions it is perhaps far more stringent in the punishment of those who transgress the law, than any bill previously passed for a similar purpose. But what the bill aims to abolish is that no Humane Society or Anti-Cruelty Society shall be allowed to inordinately increase its revenues under the cloak of humanity. Benjamin F. Edwards, the secretary of the Horse Owners Association, made the other day the following statement in reference to the bill:

"The bill, as amended by the District Commissioners, meets the approval of the horse owners of the District, and the original provisions of the bill, which the Commissioners in their wisdom have stricken out, will, therefore, not be here considered. This statement will relate exclusively to the bill in the form in which it has been transmitted to Congress by the Commissioners.

"The bill, which has given rise to so much sensational and extravagant talk of late, is quite as stringent and severe in its provisions as the existing law, if not more so. An examination of the bill will show that it provides for the punishment of every form of wanton or unnecessary cruelty to animals; any bill which failed to do this would not represent the views of the horse owners of the National Capital. The horse owners are not as black as they have recently been painted by certain representatives of the Humane Society. They are law-abiding citizens and are as much in favor of a rigorous cruelty to animals law for the District as any other class of individuals.

"The horse owners are in sympathy with the aims and purposes of the Humane Society, but they are opposed to the methods and practices which have been resorted to in recent years by the salaried agents of the Humane Society to increase the revenues of the society, their employer, which receives, under the present law,

all money resulting from their activity. The methods of these agents of the Humane Society are well known. They have become a stench in the nostrils of the people. These agents of the Humane Society in recent years have been giving more attention to the question of increasing the revenues of this private corporation than to the enforcement of the law; their prosecutions have been conducted for revenue only.

"The practice of these agents, to which horse owners generally object, and which the bill in question is designed to put an end to, is that of arresting citizens upon flimsy charges, which the agents know cannot stand the test of judicial scrutiny, in the hope of forcing the persons thus unjustifiably arrested to forfeit collateral, to avoid trouble, annoyance and expense of a Police Court trial; a sand-bagging process.

"The methods of the agents of the Humane Society, as stated, are well known and can easily be proven. In the course of the hearings held some time ago by the Chamber of Commerce, while the question of amending the cruelty to animals law was under consideration by that body, a prominent Police Court official, who for years has been in a position to positively know whereof he spoke, described the methods of these agents thus:

"Agents of the Humane Society, day in and day out, barter with accused persons whom they bring into court as to the amount of collateral to be forfeited to the society, often falling from \$20 to \$1. They have brought in the same witnesses so often as to cause alarm and the rejection of their testimony. Agents also make a practice of scrambling to put their names on cases brought in by police officers, thereby diverting funds properly belonging to the District to the coffers of the Humane Society. This old law is vicious in principle and should be changed in some way."

It is expected that the matter will be brought to the attention of the next convention of the National Team Owners Association, and it is quite likely that the bill will be endorsed by that body.

RUBBER STREETS

A new process for paving streets with vulcanized rubber has just been invented by a Brazilian and promises to revolutionize the rubber trade in that country. Vulcanin, as the compound is called, is a mixture of crushed stone or coarse sand with a vulcanizing medium, the composition of the latter being a secret of the manufacturers.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

NEW ENGLAND NEWS

New England Office, 79 Portland Street, Boston, W. D. Quimby, Manager.

An Optimistic Outlook.

Looking forward to the issuance of your noble papér for the first of next month, I would like to add my little to it; it may be of some interest to someone. The general condition of the streets in Boston is good, the snow and ice is all gone. The business has been first class for the whole of the year up to this week. This week it is light, everyone is complaining, there is not much freight moving. The condition of the horses is very good.

The Work Horse Parade Association on last Thursday night held a smoke talk and lecture, and had about four hundred in attendance. Dr. Francis H. Rowley, president of the Massachusetts Society for the Prevention of Cruelty to Animals, gave an address, also the president of the association, Mr. H. C. Merwin gave a lecture with a stereopticon, and Mr. Quimby lectured on humane harnessing of horses and the benefit of the Work Horse Parade Association.

The Master Teamsters Association of Boston is improving every day, the last meeting on the first day of March was the best meeting we ever had. We had about fifty members present, and the spirit of get together and stick together was manifested on every hand. There were three new members elected. The committee on Dance and Whist Party to be held the 29th of this month reported progress and had sold about one hundred tickets. The committee on the Theater Party to be held the 26th of April reported progress, and will hold their next Theater Party in the American Music Hall in Boston, which is at the present time one of the leading theaters of our city. Everything is done at this theater for the comfort and entertainment of their patrons.

The committee on our Teamsters Day, the 17th of June, reported selling twenty-five pages for our Souvenir Program, and had only just started. We have had brought before us a petition to the street commission for the laying of more wood blocks, which we intend to fight from the drop of the hat. We are determined that there shall be no wood pavements on the streets that are frequently used for transportation of heavy freight.

Our secretary, Mr. George Stebbins, is very much missed on his short visit to Pennsylvania on business. We never realized really what he had to do until he was absent, perhaps this lesson will be a very good one for us in the future, as he usually stands all the complaints and kicks of the fraternity, and we as members knew very

little about it. We shall welcome Brother Stebbins home with hearty greetings.

I think that very soon we will be able to call our corrspondence from Boston a live wire, as suggested by our good Brother Bagg of Springfield.

Our next regular meeting is on the 5th of April, and we have invited Dr. Francis H. Rowley, president of the Massachusetts Society for the Prevention of Cruelty to Animals, and Mr. H. C. Merwin, president of the Work Horse Parade Association.

We have a good committee appointed to fight the proposition of glanders, and we are going to make glanders look pale before we get through. We are in hopes to make the legislature pass a bill that the state shall pay full value for all horses condemned of glanders, with the idea of stamping out the dreadful disease.

W. D. Q.

Annual Meeting In Boston.

The annual meeting of the Master Teamsters Association was held on March 1 at the Revere House at 7 P. M., at which hour supper was served to the 45 members present. The meeting was called to order for business at 9 P. M., President Bray in the chair. The records of the previous meeting were read by the secretary and approved. The following were unanimously elected to membership in the association: Libby & Huckins, M. Barr & Co., Munroe & Arnold and F. A. Barlow. The secretary read his annual report and the same was accepted and filed with the records. The treasurer presented his report for the year ending March 1, 1910, and same was referred to an auditing committee composed of Messrs. W. D. Quimby, F. E. Sibley and C. Rowe.

The association then proceeded to elect officers for the coming year. Mr. Bowlby, on behalf of the nominating committee, presented the following names for the consideration of the meeting:

For president, Albert L. Flanders; for first vice president, Wallage E. Loveless; for second vice president, John J. Williams; for treasurer, Asa H. Weeks; for secretary, George F. Stebbins. For directors: W. D. Quimby, Alex. Grimes, L. A. Waterhouse, R. H. Jenness, Albert Edgcomb, Selden Hatch, Michael O'Riorden, Arthur H. Shedd, James L. Bowlby, M. D. Cressy, Cornelius Bowen, Fred C. Garvin.

The report of the nominating committee being accepted, the names presented, election was proceeded with and the nominees were chosen to serve until March 7, 1911.

The new president, Mr. Flanders, was conducted to the chair and received by ex-President Bray with appropriate remarks to which he feelingly responded.

A rising vote was passed extending to ex-President Bray and his associates the thanks of the association for their valuable and fruitful services during their term of office.

The president and secretary were given full powers to act in the matter of the bill before the legislature on the matter of glanders.

The following were appointed a committee to appear at the hearing on the proposed bill requiring all vehicles to carry lights one-half hour after sunset, and to oppose same: Messrs. O'Riorden, Grimes, Loveless, Breen, Lovering and Divoll.

The following were appointed a committee to investigate the subject of glanders at large: Messrs. Williams, Quimby, Bray, Grimes, Divoll and O'Riorden.

There being no further business, the meeting adjourned at 11 P. M.

The Boston Horse Prayer.



To Thee, My Master, I offer my prayer: Feed me, water and care for me, and, when the day's work is done, provide me with shelter, a clean, dry bed, and a stall wide enough for me to lie down in comfort.

Always be kind to me. Talk to me. Your voice often means as much to me as the reins. Pet me sometimes, that I may serve you the more gladly and learn to love you. Do not jerk the reins, and do not whip me when going up hill. Never strike, beat or kick me when I do not understand what you want, but give me a chance to understand you. Watch me, and if I fail to do your bidding, see if something is not wrong with my harness or feet.

* Do not check me so that I cannot have the free use of my head. If you insist that I wear blinders so that I cannot see behind me as it was intended I should, I pray you be careful that the blinders stand well out from my eyes.

Do not overload me, or hitch me where water will drip on me. Keep me well shod. Examine my teeth when I do not eat, I may have an ulcerated tooth, and that, you know, is very painful. Do not tie my head in an unnatural position, or take away my best defense against flies and mosquitos by cutting off my tail.

I cannot tell you when I am thirsty, so give me clean cool water often. Save me, by all means in your power, from that fatal disease—the glanders. I cannot tell you in words when

I am sick, so watch me, and by signs you may know my condition. Give me all possible shelter from the hot sun, and put a blanket on me, not when I am working, but when I am standing in the cold. Never put a frosty bit in my mouth, first warm it by holding it a moment in your hands.

I try to carry you and your burdens without a murmur, and wait patiently for you long hours of the day or night. Without the power to choose my shoes or path I sometimes fall on the hard pavements, which I often pray might not be of wood, but of such a nature as to give me a safe and sure footing. Remember that I must be ready at any moment to lose my life in your service.

And finally, O My Master, when my useful strength is gone, do not turn me out to starve or freeze, or sell me to some human brute, to be slowly tortured and starved to death; but do Thou, My Master, take my life in the kindest way, and your God will reward you Here and Hereafter. You will not consider me irreverent if I ask this in the name of Him who was born in a stable. Amen.

"Old Horse Relief."

Many people, callers in this office and others, are asking just what is this Association's "Old Horse Relief" movement. I am glad that the question is asked if the movement is not well understood, so that I can make it clear if you will allow me.

The better stamp of work-horse proprietors—whether they own large stables or just a "team" or two—are pretty well agreed that when a horse is worth only about \$50 if offered in the market, he never should be there offered. He should not be sold, but shot. If the owner's circumstances and the animal's condition are favorable it is pleasant if the old creature can be "pensioned" in some way to enjoy a few last days, but he should be worked no more. Worked more, and literally worked to death, is most probably what he will be if he is sold. His new master who has paid the \$48 or \$50 for him has not enough means to take care of himself properly, so that how must the sad old animal fare, almost necessarily, even though sometimes his buyer is by propensity a decent, kindly fellow? There is no better general rule in the world than that a horse should be destroyed when he gets to a trade value of about \$50.

It is this rule, then, which the Boston Work-Horse Parade Association is urging, and our Old Horse Relief investigation has ascertained that it is already—of course in its elastic way—largely practised throughout the Boston district.

Some work-horse proprietors, however, do not

practise this consideration toward their animals. They ruthlessly sell for trifles, and to they know not whom, old horses who have given years and tens of years to their service. It is not the names of these proprietors that we are soon to publish, but the names of those proprietors whom we can praise as humane toward their old animals. We think that this will create a public sentiment that will actuate some companies to sit up and do a little reforming in their stable dealing. And we are not stopping in Boston, for this procedure—the investigation followed by the advertising of the praiseworthy and merciful—has been started in other large cities through the country. This is the Old Horse Relief movement.

P. H. BELKNAP, Agent.
Division of Old Horse Relief, Boston Work-Horse Parade Association.

—Boston Herald.

The Work Horse Parade.

From all indications the eighth annual parade of the Boston Work Horse Parade Association, which will be held on May 30, is going to be the most successful ever held. The entry list is going to be large and the general interest shown this year exceeds anything ever experienced before.

UNITED STATES EXPORTS

Statistics gathered at Washington, D. C., show that this country's exports for 1903 totaled \$1,720,000,000, and that this trade, distributed among the five grand divisions of the world, was as follows:

Europe	\$1,169,672,000
(Including Canada, Mexico, Cuba, etc.)	
North America	113,130,000
South America	83,509,000
Africa	17,124,000

From the above it appears that Europe purchased 68 per cent. of our exports. This is misleading because of the fact that much of our European shipments were reshipped to other parts of the world. Our American manufacturers should look after business in Latin America more than they do. We know of no good reason why they should set back and let Europe job American-made goods in other parts of the world.

CHICAGO STREET IMPROVEMENTS

Chicago's streets passed in moving panorama under Mayor Fred A. Busse, B. J. Mullaney, secretary to the mayor, and Frank T. Fowler, superintendent of streets, in a 108-mile automobile ride one day last week. The trip took from 8 A. M. to 5 P. M., every ward in the city was visited and the Mayor was饱feited with the sight of dirt, dilapidated pavements, holes chopped by public utility corporations and streets made impassable by the rehabilitation of street car tracks. As a result of the trip the following results are expected:

Street cleaning on north-and-south streets to begin at once.

Renovating of all alleys, to be started within ten days.

Repair of macadam, asphalt, brick, creosoted and cedar block pavements as soon as weather conditions will permit.

Granite block repairs, to be made at once.

The gas company and other public service corporations which have torn up perfectly good pavements to be compelled to make repairs forthwith.

Street car companies to repair streets where they have rehabilitated their lines, especially the Consolidated Traction Co.

Plans for the removal of street sweepings, garbage and ashes on street cars, to be formulated as soon as practicable.

Prosecution of building contractors who use the streets for construction material without permits.

Put an end to the practice of leaving wagons, buggies and other vehicles on sidewalks over night.

Prosecution of persons who dump ashes on the sidewalk.

Steam roads to clean and repair the streets below their viaducts within a reasonable time.

The Mayor was particularly aroused over the number of pavements that have been mutilated by corporations putting in pipes and conduits. Each ward superintendent will be ordered to report at once all such places in his territory.

THE MARINE NATURALIST.

The ancient mariner told of shooting the albatross.

"Were you photographed in the act, and did you save the bullet?" asked the wedding guest.

Sadly the old tar realized that he was out of date.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

THE TEAM OWNERS REVIEW.

OFFICIAL PUBLICATION OF
THE NATIONAL TEAM OWNERS ASSOCIATION
AND
AMERICAN TRANSFERMEN'S ASSOCIATION.

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THE TEAM OWNERS REVIEW is published in the interest of the men and companies who are engaged in what may be comprehensively called "the Trade of Teaming," to which belong Transfer Companies, Express Companies, Truckmen, Carters, Hauling Companies, Livery Stable Owners, etc., etc.

TERMS OF SUBSCRIPTION.

In the United States or Dominion of Canada, \$1.00 per year, which is payable in advance.

To Foreign Countries, \$1.50 per year.

If you wish your address changed, be sure to give the old as well as the new address.

ADVERTISING.

Card of rates sent promptly on application.

Orders for new advertising, or changes intended, should reach this office not later than 15th of month, to insure insertion in the current number.

CORRESPONDENCE.

Please mail all correspondence for publication, so as to reach publication office by the 15th of month.

Write on one side of the paper only.

Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,
PITTSBURG, PA.

Vol. IX.

April, 1910.

No. 4.

The president of the National Team Owners Association has sent out his first official call for the coming convention.

This event is not far off, and it is to be hoped that the preliminaries which have to be attended to will be carried out with promptness and despatch. What we want to do is to make the Cincinnati Convention a greater success than any of its forerunners. We know that the national officers are doing everything to bring this about; we also may

be sure that the Cincinnati team owners, who will act as the hosts for the convention, do their part, so there is nothing left, but that every local organization will respond to the call with a will and—success is sure.

* * *

The campaign instituted by the Boston Team Owners Association for the establishment of a law that will protect the team owners in case their horses are afflicted by glanders promises to be brought to a successful issue. The Boston team owners are an energetic, determined set of men, who are not easily discouraged when they have once made up by their minds to have a thing done, and it is safe to predict, that, as our New England correspondent says, "they will make the glanders look pale before they get through with them," and get the law passed.

This is as it should be. The existing legislation as referring to glanders is not only inadequate, but also very unjust to the team owners, and there cannot be any question that they are entitled to the protection which the Boston team owners ask for.

We hope that the movement will be successful as it will benefit every team owner in this country.

* * *

In another part of this issue of THE TEAM OWNERS REVIEW we are printing a letter from a team owner in Grand Rapids, Mich., to another in Denver, Col., which gives a lot of interesting information on the subject of motor trucks. As we all know the motor truck is constantly gaining in popularity with team owners for certain kinds of work. This seems to be especially the case with furniture and piano movers, who often have to make long hauls, and, for long hauls the motor truck has already proved itself to possess many advantages over the horse.

THE TEAM OWNERS REVIEW welcomes the fact that the development of the motor truck as a vehicle of utility to the team owner, has passed beyond the experimental stage. This paper, as the organ of the teaming trade in its broadest and most comprehensive sense, will always encourage anything that will be an acquisition to the teaming business.

The Horse Owners Mutual Protective Association of Washington, D. C., appears to have every reason to be assured that it will be at last successful in its endeavor to have Congress pass a law, which will in the future stop the abuse which horse owners have been suffering from at the hands of illegitimate Humane agents. We all know that team owners are often brought before the bars of justice on charges of cruelty to animals by alleged humane agents, whose motive in making these charges is not humanity, but revenue; and it is the purpose of this bill now pending before Congress to stop this evil, which will no doubt prove of great benefit.

OFFICIAL NEWS

A REPORT FROM THE NATIONAL SECRETARY.

The month of March has shown some activities. Several inquiries from different cities in reference to our association have been received. Renewed activity among some associations has cheered the officers.

Buffalo, N. Y., has carried off the palm with a strong association. The Queen City Team Owners Association number 30, with a large membership roll. It is hoped that you will give the "Extension Fund" a little more thought and time this month, with the view of making it a success.

Each association will receive a blank membership roll within a few days. This must be filled out promptly, and returned so that they can be published in the annual "Directory" as we want the names and addresses plainly written, so that there can be no mistake as well as no omissions.

The committee appointed on Glanders is working and along lines that will bring results. Every individual member will receive a letter from this committee, in a few days, and the questions asked you must be answered promptly, so that the committee may be able to make their report at the convention, which is now drawing near.

Our efforts for reduced railroad fare will be placed before you next month. Mr. Tevis, president, is now making an extended trip east in the interest of the association, and the associations which are fortunate enough to have him, should make arrangements for rousing meetings. Get

busy with the "Extension Fund" and let your work show for the good of the association.

W. T. BANCROFT, Secretary.

OFFICERS AND MEMBERS.

Are you doing your share towards the "Extension Fund"? The first of April is now here. The "Extension Fund" proposition has now been in your hands at least 30 days. The returns are so far very gratifying to the officers.

We trust, however, that from this on, you will double your efforts to make the proposition a grand success, and there now remain but 60 days to complete the work. Remember also, that without your earnest help in this matter, it will not be a success, which it should be.

If each member will figure the growth and prosperity of the association depends upon his individual work, then we will accomplish something. In checking up each association every individual member's work will plainly show. There will be no excuse, because all have had the same opportunity.

Now brethren, get busy, and help push the good proposition along.

Yours truly,

W. T. BANCROFT, Secretary.

Kansas City, Mo., March 21, 1910.

THE HORSE AND HIS DRIVER

The highly developed nervous system of the horse renders him peculiarly capable of suffering. Rough usage, even if it stops far short of absolute brutality, keeps him in a constant state of fear or irritation. Anyone who is accustomed to observe horses can tell by a single glance at a given horse whether the driver is a good or bad one. The expression of the animal's eyes, and the carriage of his ears, tell the story unmistakably.

There are many teamsters who treat the horse as if he were a machine, and therefore are guilty of continual cruelty toward him, which reacts on their own characters. Such men miss the opportunity of their lives, and their daily labor becomes a degradation and a curse to them.

On the other hand, there are many humane drivers who have a real affection for their horses, and take the greatest pride in their appearance. These men make good husbands, good fathers, good citizens; and their daily labor is not only a means of livelihood, but a constant source of happiness. To reward and increase this class is the main object of the Boston Work Horse Parade Association.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

MONTHLY MARKET MOVEMENTS

Grain, Hay and Feed.

NEW YORK CITY.—The market for corn has been firm with following prices: May, 72½; July, 73½; September, 74½.

Oats: The market for spot oats was steady and prices unchanged with a trifle better demand, both on spot and to arrive c. i. f. The offerings were less liberal, due to the lighter receipts, as well as the firmer feeling in the western markets.

The official closing prices were: Natural white, 26 to 28 lbs., 48½@49c; 28 to 30 lbs., 49@49½c, and 30 to 32 lbs., 50@50½c; white clipped, 34 to 36 lbs., 50@51c; 36 to 39 lbs., 51@51½c; 40 lbs., 51½@52c, and 40 to 42 lbs., fancy, 52@52½c; mixed, 26 to 32 lbs., nominal; standard white, in elevator, 49¼@49½c; No. 2 white, nominal; No. 3 white, 49@49½c; No. 4 white, 48@48½c; No. 2 mixed, nominal.

CHICAGO.—Owing to the absence of outside demand together with reports of scattered rains in Illinois, wheat declined. There were no rains in Kansas, however, and on the receipt of very unfavorable reports from that state as well as from Missouri, the market quickly recovered towards the close. Advices from Missouri noted damage ranging from 10 to 90 per cent.

Corn declined early owing to liberal receipts and scattered liquidation. Offerings were readily absorbed, however, and the market quickly rallied.

Oats were easy early, but afterwards rallied. Receipts were fair and cash prices unchanged. Contract stocks decreased 56,000 bushels. Values closed ¾ to 1c higher.

Prices: Corn, May, 43¾c; July, 42¼c; September, 40c. Oats: No. 2 white, 45c; standard, 44½c.

BOSTON.—Flour, mill shipment, spring patents, \$5.70@6.10. Corn: Steamer yellow, on track, in carloads, 71c; No. 3 yellow, 69½c. For shipment, 70½@71c for No. 2 yellow. Oats: No. 1 clipped white, on track, in carloads, 53½c; No. 2 clipped, 52c. For shipment, 52½@53c for fancy 40-42 lbs., with regular grades at 51½@52c for 38-40 lbs.; 50@50½c for 36-38 lbs., and 48½@50c for barley mixtures.

BUFFALO.—Spring wheat, closing: No. 1 hard c. i. f., \$1.23%; carloads, \$1.24½; No. 1 northern c. i. f., \$1.27%; carloads, \$1.04. Winter wheat,

closing: No. 2 red, \$1.21. Corn, closing: No. 2 yellow, 65½c; No. 2 white, 65c. Oats, closing: No. 2 white, 47½c; No. 2 white clipped, 47½c. Barley, closing: Western, 53@68c.

INDIANAPOLIS.—Wheat, quiet at \$1.16; corn, strong at 60c; oats, weak at 45½c.

TOLEDO.—Wheat, cash, \$1.17½; May, \$1.18; July, \$1.09½. Corn, cash, \$62½c; May, 64½c; July, 66½c; September, 67½c. Oats, cash, 45½c; May, 45¾c; July, 44½c; September, 40½c.

PHILADELPHIA.—Wheat, cash, \$1.20@1.22. Corn, cash, 63@63½c. Oats, cash, 51½@52c. Flour steady; receipts, 12,450 bbls.; shipments, 8,313 bbls.

Horse Markets.

While a great many horses are required for the wants of the trade, especially for shipment to various parts of the country, yet the marked increase in prices over those paid a year ago acts much of the time as a serious obstacle to business, many buyers claiming that it is difficult to pay the price asked and come out with fair profits. Usually as large supplies as were offered a year ago cause weakness in values, and only by withholding offerings to some extent can prices be maintained, as was the case last week. Foremost in activity most of the time is the movement of farm horses, mares preferred, sales being unusually animated at \$140 to \$175 per head and upward. These animals weigh from 1200 to 1400 pounds. Farmers are greatly in need of horses for spring work, and many shipments are made to newly settled districts in the United States and Canada. An Illinois country shipper closed out at auction last week a load of fed drafters and wagon horses at \$160@240, with a matched pair of black Percheron geldings sold at \$480 to an eastern dealer. Another Illinois shipper sold a fine black Percheron chunk that weighed 1,900 pounds to an eastern dealer for \$315. Ice and express companies had good orders on the market for medium weight draft chunks at \$160@215, sales being mainly at \$185 @200. Southern chunks weighing 1,400 to 1,500 pounds were taken to a fair extent at \$175@200.

	Poor.	Good.
Drafters	\$115@170	175@275
Mules	75@150	175@300

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A BUSINESS WRINKLE

One of the progressive, up-to-date firms of team owners in Grand Rapids, Mich., is Radcliffe & Co. This company has for some time used a set of postal cards, which they send out as the occasion demands it. The Team Owners' Review reproduces these cards below, as they may contain suggestions and an idea that will be of benefit to others.

Established 1885

Citizens Phone 4488

Bell, Main 900

"THE WORLD MOVES"

And so does RADCLIFFE & COMPANY

Members of the Illinois Warehousemen's Association, Also of the Team Owners' and Employers' Associations of

GRAND RAPIDS, MICH., 3-16-10.

TEAM OWNERS' REVIEW, Pittsburgh, Pa.

Gentlemen:—This is just to remind you that if you have any shipments (large or small) coming to our city during the month to kindly bill them "in our care" if possible and we will surely try and reciprocate. Trusting we may hear from you and wishing you every success, we remain,

Your Friends,

Office and Warehouses
Cor. So. Division and Cherry Sts.

RADCLIFFE & COMPANY.
By

Established 1885

Citizens Phone 4488

Bell, Main 900

"THE WORLD MOVES"

And so does RADCLIFFE & COMPANY

GRAND RAPIDS, MICH., 3-16-10.

Dear Sir:—We notice goods in the Mich. Central depot consigned to you.

Kindly phone us if we cannot move and house same at regular city rates and greatly oblige,

Very truly yours,

Office and Warehouses
Cor. So. Division and Cherry Sts.

RADCLIFFE & COMPANY.
By

Established 1885

Citizens Phone 4488

Bell, Main 900

"THE WORLD MOVES"

And so does RADCLIFFE & COMPANY

MEMBERS OF THE TEAM OWNERS ASSOCIATION OF

GRAND RAPIDS, MICH., 3-16-10.

TEAM OWNERS' REVIEW, Pittsburgh, Pa.

Gentlemen:—We have recommended you to John Doe, of 100 Main St. of your city to whom we have just made a shipment of H. H. Goods care of the above address. If you will kindly call, phone or write this party at once you can undoubtedly get the business. Trusting you may succeed and wishing you every success, we remain,

Yours Friends,

Office and Warehouses
Cor. So. Division and Cherry Sts.

Memo: This patrons moving was \$00.00.

RADCLIFFE & COMPANY.

By

During the progress of a big "protracted meeting," for which the South is famous, an ardent sister of the church, who usually came in an old-fashioned buckboard drawn by the family horse, was late for a particularly important service, and was being severely censured by the pastor.

Explaining the reason for being late, the good sister said that the horse had taken fright at a

passing train and bolted, and that the wreck of the rig had prevented her from being on time.

"My dear sister, such little things should not make you late for divine services. You should trust in the Lord."

"Well, brother." she replied, and there was a look of calm peacefulness on her face, "I did trust in the Lord till the belly-band busted and then I had to jump."

A HUMAN APPEAL

George Foster Howell of Brooklyn, the well known humanitarian, has sent out his eighth annual appeal for the protection of animals from cruelty. Says Mr. Howell:

"It should be made a crime to dock a horse's tail, and for those horses that have been docked a blanket should be provided during flytime.

"It also should be a misdemeanor, punishable by fine or imprisonment," he writes, "to drive a lame or blind horse faster than a walk, or to leave a horse standing in the street or highway without being covered with a full-sized woolen horse blanket when the thermometer registers about 35 degrees Fahrenheit, or under. But the changing conditions of the vehicular traffic due to the perfecting of the gasoline motor and the electric storage battery have already had a marked effect upon the use of horses for motive power for vehicles; in fact, the taxicab has almost emancipated the cab horse, and by 1915 a horse-drawn cab will be a curiosity on the streets of New York, and in 15 years time there hardly will be a vehicle of any kind drawn by horses in any large city or town of the United States. But meanwhile (until that happy day for horses arrives) there are something like 100,000 equines in Greater New York, and this large army of faithful, patient, toiling horses needs the sympathy and aid of the humanely disposed, as well as the supervision and watchful care of the humane societies, to see that the animals are not cruelly treated. My close observation of drivers during the past 15 years has forced me to believe that about 70 per cent. are positively cruel, 20 per cent. are indifferent and only 10 per cent. are actually kind hearted. Drivers lash and beat their horses upon the slightest provocation and very frequently without any provocation.

"Let any person who thinks that I have overdrawn the percentage of cruel drivers start out with me at 4 o'clock any morning after a snow-storm, or for a week or ten days thereafter while snow is on the ground, and watch the brutality of the drivers of milk wagons, grocery wagons, bread wagons, brewery wagons, and after daylight of the coal wagons, express wagons, moving vans and all the other vehicles that go to make up the city's street transportation. Let them go with me into the narrow side streets and out of the way places, down along the water front and out on the piers and to the various dumping places where the ashes and snow are deposited and to places where excavations are being dug

for buildings both large and small, and into some blacksmith shops, and their eyes will be opened to a state of affairs which they never dreamed existed. Cruelty to horses is rampant at such times and in such places.

"I am an optimist in regard to things in general, particularly regarding the progress and the betterment of mankind, but the sights and sounds of cruelty to horses that greet my eyes and ears daily compel me to be pessimistic regarding the treatment of equines in Greater New York.

"Another way to help the helpless, speechless brute creation is to agitate this matter in the daily press and thereby arouse public interest and thus create anti-cruelty sentiment. There doubtless are over a thousand persons right here in the City of Churches who could make an appeal for the humane treatment of animals, through the press and upon the public platform, far better than I can, but who have neglected their opportunity and their duty. I therefore ask those in favor of what I have said (and even those who are not in favor of it) to endorse or criticize my statements by either a communication to the Eagle or by a letter to me personally. I also urge upon the clergymen of all denominations to preach one sermon a year on this subject; they preach upon temperance and nearly all other moral issues, so why not upon kindness to animals, since they believe that God created animals as well as man."

WROUGHT IRON TIRE HEATER

The increasing use of wide tires throughout the country and in the larger cities has made the removal of such tires without injury to the rims a matter of great importance in cases where it is absolutely necessary to take the tire off in order that some repairs may be made to the wheel.

The "Rochester" tire heater, is a practical appliance which does away with the necessity of cutting the tire off and the consequent re-welding, and provides means for quickly heating and expanding the tire so it can be gotten back onto the wheel.

This heater uses gas taken from regular city service mains, which, after being properly mixed with air to secure the best possible combustion, is forced through specially designed burners by means of which a series of flame jets are brought to play upon the outside of the tire, thereby expanding it sufficiently to allow the wheel to be removed without any injury to the rim whatever, even though the edges of tire are cupped over the rim before heating.

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After repairing the wheel, if equipped with a tire setter, one can lay the tire in the heater, and expand it enough to get it on the wheel again; then compress in the tire setter until fairly tight, making allowance for the further contraction of the tire when cold.

If not provided with a tire setter, and the tire was loose before removing from the wheel, then it will be necessary to heat the tire in the forge and upset it in the usual way enough to give the required draft, then place it in the heater and expand it until it can be gotten on the wheel, cooling in the usual manner.

The machine is said to be practically indestructible. The burners are adjustable for wheels of all diameters from 62 inches down to 24 inches, only half the number of burners being used on small wheels, and tires up to 6 inches in with can be handled. The machine is manufactured by the Rochester Tire Heater Co., Rochester, N. Y.

NAIL WOUNDS

It has long been known that nail pricks and other similar injuries in the horse's hoof may lead to an infection followed by the formation of pus under the horn of the hoof and a serious general disease of the horse or at least the loss of the hoof. In a bulletin of the South Dakota agricultural station, results were recently reported which were obtained in a number of cases from applying a strict antiseptic treatment to injuries of this sort. The method consists in paring away the horn of the hoof from the affected part until the blood oozes out. The hoof is then thoroughly washed in a solution of bichloride of mercury at the rate of one part to five hundred of water, after which absorbent cotton saturated in a solution of the same strength is applied to the wound and the whole hoof is packed in cotton surrounded by a bandage and well coated in tar. This prevents any further filth from coming in contact with the wound. The operation must usually be done by a qualified veterinarian. Subsequent treatment, however, can be applied by the average farmer, since all that is necessary is to pour a little of this solution of bichloride of mercury upon the cotton which projects from the upper part of the bandage. The cotton will absorb enough of the solution to keep the wound moistened and hasten the healing progress. If a remedy of this sort is not adopted in the case of foot wounds in the horse the owner runs considerable risk of serious infection either of blood poisoning or lock jaw.

THE CARRIAGE WHIP

There are horses which have hardly enough life in them to resist being whipped to death, while others are so organized as to act quite differently. These are horses of a nervous temperament, which are known as "high strung." This class of horses, if provoked, will resist, and that desperately, sometimes becoming frightened and kicking or running away.

All horses should be taught to bear familiarity with the whip, no matter how much opposed to it. This makes them safer and gentler in emergencies and accidents. Frequently it is convenient to give our commands to a horse by the use of the whip; but to do this with many horses would cause an immediate storm unless they had been previously taught to bear the lash.

There are many ways of accustoming a horse to the use of the whip. I find that "whirling" is a simple, effective and humane method. In ordinary practice, a good plan to adopt is to tie the horse's halter-strap to his tail just short enough to make him turn, first on one side then on the other. Introduce the whip by degrees. Do not hurt him with it. Let each lesson be continued as long as he resists it; and continue the lessons as long as he needs them. If the horse is shod with sharp shoes they should be removed before "whirling" him.

After the horse is familiar with the whip he must be taught the proper use of it if we wish to be successful with it. Be sure that your horse knows why you cut him. To take revenge on a dumb animal is not only absurd but cruel—a practise deserving more condemnation than it gets by those who point out the "strait and narrow way."

Horses are frequently whipped when they should only be threatened. They are easily conquered, and will almost invariably submit to man, with very little use of the whip. To whip a conquered horse mayadden him and incite him to desperate acts. How frequently we see horses that are "foolish," so to speak, when a whip is near!

Why does a balky horse refuse to go when severely whipped? Because he is confused and has not control of himself; and frequently because the collar or other parts of the harness hurt him; but very seldom from stubbornness.

"A righteous man regardeth the life of his beast; but the tender mercies of the wicked are cruel."—Walter Bolin.

A NOTE OF APPRECIATION

Through a mistake on the part of the book-keeper, Mr. Fay of the Cleveland Team Owners Association and an old subscriber of this paper, had a bill for \$2.00 instead of \$1.00 sent to him recently for his subscription, and the following is a copy of the letter which Mr. Fay sent in reply:

Gentlemen:—Enclosed find my check for \$2.00 for the renewal of my subscription to your valuable paper. Although you have doubled the price per year for the paper, it is well worth all you ask for it, and then some. All team owners should be subscribers for it as it keeps them informed as to what the team owners throughout the United States are doing. There is so much difference in the way business is done, in the different cities, that a person hardly realizes it until they become a reader of THE TEAM OWNERS REVIEW; then they are convinced that such is the case.

The receipt of that letter was extremely gratifying to the publishers of THE TEAM OWNERS REVIEW in the sentiment it expressed, and it goes to prove that the service which this paper has rendered to the team owners of this country is certainly appreciated by many. THE TEAM OWNERS REVIEW is now almost ten years old. It is getting better from month to month and as Mr. Fay says: "All team owners should be subscribers for it."

Of course Mr. Fay was notified of the mistake made and the extra dollar was returned to him. THE TEAM OWNERS REVIEW though worth a great deal more is still "only a dollar a year."

WORKING FOR UNCLE SAM

When the United States Treasury Department was confronted with the task of moving the entire contents of the Boston Custom House from the Old Stone Fort on India Street to the new temporary quarters in the Stearns Building on Tremont Street they had a big sized undertaking on their hands. The Government business could not be interrupted in the slightest degree and the work had to be done in record-breaking time and without confusion.

Did Uncle Sam lose any sleep over this problem, the biggest moving job ever undertaken in Boston? Not much, he simply awarded the con-

tract to the "Do It Now Teamsters," Youlden, Smith & Hopkins, 571 Atlantic Avenue, and the job was done in the promptest and most workmanlike manner.

DRIVERS A-PLENTY

In spite of the fact that the automobiles have dug deep ruts in the drives of Central Park, many drivers of horses were out last Sunday. The weather, although not sunshiny, was so balmy that scores of ladies and gentlemen who love to drive were out for an airing after the closeness of winter. The vehicles noticed were George IV. phaetons driven by ladies, demi-mail and Stanhope phaetons, one or two andems, a couple of four-in-hands, a few gigs and a lot of runabouts. The presence of so many horse-drawn vehicles, in view of the automobile's objectionable presence in the park, was looked upon as another of the many signs now visible of the horse's "coming back." There would be no question as to the revival of the high-class driving horse's prestige if it were not that thousands who love the horse are afraid to drive on account of the dangers from the automobile.—Rider and Driver.

MAN AND BEAST

With the active assumption of office in the S. P. C. A. by Rev. Francis H. Rowley, that organization which was brought to so high a standard of efficiency under the leadership of its first president and founder, George T. Angell, now enters on a new period of activity. The intention which is announced of moving into more commodious quarters in the International Trust building is an indication that there will be no diminution of energy and that if anything, a considerable increase of business and activity is being planned for. In its final equation the propaganda of mercy and sympathetic treatment for animals becomes not merely a remedy for the ills of the brute but a remedy also for the mental ills of the master. The greatest service of the society's agents lies not simply in better feed or greater rest or in healing salve for the sores of the cart horse. It extends further when it saves human sensibilities the shock of seeing inhumanity upon the public highways, and still further when it inspires those drivers with some new sense of what is decent and humane and what is unworthy of a man and bestial.—Boston Herald.

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HORSES IMPORTED

Imports of horses in 1909 are shown by the report of the Treasury Department to have reached a total value of \$2,905,929. This is more than twice the total value of horses imported in 1908, when the official valuation was \$1,435,815, and shows a great advance over the high prosperity year of 1907, when the valuation was placed at \$1,835,555.

ORDINANCE MUST BE ENFORCED

The different ordinances for the control of traffic must be obeyed and the Police Department of Charleston, West Virginia, has been ordered to strictly enforce them all. Heretofore they have been content. The corner men are having their hands full, especially with the owners of automobiles, who insist on letting their machines stand in the different streets where they should not and with those who leave vehicles standing along the streets.

GREATEST IN ITS HISTORY

By report recently made by the American Iron and Steel Association, it is shown that the total production of pig iron in the United States in 1909 was 25,795,471 gross tons, while in 1908 it was 15,936,018 tons, an increase of 9,859,453 tons. In 1907 the output of pig iron was 25,781,361 tons, which was the largest production in any one year, but was exceeded in 1909 by 14,110 tons, and in all probability will stand as the banner year for some time to come.

TREATING THE BARBED WIRE CUT

If your promising yearling colt should run into the barbed wire fence to-day and cut an ugly gash in his shoulder, have you a good liniment ready to treat him? If you don't know a good horse liniment you ought to post up and when you have made up your mind what liniment to buy, buy it and have it ready on your shelf. If you do not know what liniment to select, it is well to be guided by the experience of others and pin your faith to something like the old reliable Kendall's Spavin Cure. Do not be misled by the name and

get the idea that Kendall's Spavin Cure is a cure for spavin only. It is one of the best remedies for spavin ever compounded, but it is at the same time a thoroughly reliable remedy for most all the ordinary ailments of the horse, including cuts, bruises, swellings, sprains, ringbone, curb, splint and lamenesses from whatever cause produced.

"WEDDING HORSES"

An old-fashioned man who wanted to hire a team for the afternoon saw a nice pair of bays which he thought he would like to drive.

"Can't let you have them," said the livery man.
"They are wedding horses."

"What's that?" asked the innocent pleasure seeker.

"Horses that won't shy at old shoes and showers of rice. Some horses seem prejudiced against matrimony. Anyhow they lose their temper if they happen to be hit by any of the good luck emblems that are fired after a bridal couple, and run away if they get half a chance. Every livery stable, however, keeps two or more horses who take a more cheerful view of the wedded state. They may be literally pelted with old shoes without resenting it. Those bays are that kind. They are slated to head a wedding procession tonight and are resting up for the job."

—New York Sun.

SHOEING OXEN

The shoeing of two yoke of oxen at the Embreeville smithy, in West Chester, Pa., recently, was such an unusual event as to attract a great deal of curious interest and awaken much reminiscence. Thirty years ago the shoeing of oxen in winter was a general custom, but of late it is rare that the cumbersome beasts of burden are shod. Indeed, there are few oxen in Chester county these days, and it is probable that there are not half a dozen stocks in the county where oxen may be swung and shod.

It is seldom that one meets an ox team on the highways, and when he does it is regarded with curiosity. So unaccustomed, in fact, is the sight of a pair of plodding steers under the yoke that horses—even well-mannered country horses—shy at them, and pass unnoticed the modern automobile, which used to terrify the rural equine. And, too, sheep and hogs are so infrequently seen on the roads that the horse with the pride of urban breeding views them askance, and often with alarm.

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LAUGH AND THE WORLD LAUGHS WITH YOU**IT DEPENDS.**

Teacher—Now, boys, here's a little example in mental arithmetic. How old would a person be who was born in 1875?

Pupil—Please, teacher, was it a man or a woman?

WHAT HE IS IN.

Visitor—So your boy is in college, is he, Mr. Corntossel?

Farmer—I can't say exactly. He's in ther ball nine, an' in ther rowin' crew, an' in their jimmayzeum, an' in ther dommityory, but whether he's ever in ther college is more'n I kin find out by his letters.

LITERAL LANNIGAN.

Mrs. Subbubs (who has hired a man to plant shade trees)—"Digging out the holes, I see, Mr. Lannigan."

Lannigan—"No, mum. Ol'm diggin' out the dirt an' lavin' the holes."

A SCHEME.

"This comet scares a lot of people. It is bound to hit us, but they say it is nothing but dust."

"Then why not set up a few vacuum machines and absorb the darn thing?"

A DISGRUNTLED VOTER.

"My congressman ain't sent me no free seeds or nuthin'."

"Well?"

"Yet before election he pretended to keep a card index."

BETTER PAY.

When grim domestic warfare has
Involved our flat,
The price of peace is quoted as
An Easter hat.

THE SOCIAL WHIRL.

"What are your days at home? I would like to visit you."

"I am too busy to have days at home. I have telephone hours."

"But what if I ring you up and can't get you?"

"Your duty will be done. That constitutes a call."

ALL EATEN.

"I'm glad these pole hunters are through."

"Why?"

"I wouldn't like to see the Eskimo dog become extinct."

ANOTHER WAY.

"Why don't you throw away this old junk? It is of no use to anyone?"

"But that would make me feel wasteful."

"Then give it away, and feel charitable."

Inspection of Cold Storage Warehouses.

A bill of interest to warehousemen has been introduced in the New York Assembly. This bill provides for the appointment by Boards of Health of cities of the first class of four inspectors of cold storage warehouses, whose duty it shall be to inspect and examine all buildings used as cold storage warehouses and all food supplies therein which are perishable. Upon report of inspectors, approved by a Justice of the Supreme Court, Boards of Health are authorized to order and compel such changes in the construction of warehouses as to them may seem expedient and necessary. If such inspectors shall find stored in any such cold storage warehouse articles of food which are unfit for use, because of being improperly packed or having been kept too long, or which, for any reason, are deleterious or injurious to health, they are required to report the facts to the Board of Health, which shall make such provision for the disposal of such injurious articles as they may see fit. Inspectors are to be given free access to every cold storage warehouse and allowed to examine all books and papers. Proper penalties for violation are provided.

The horse population of the ten principal nations of the world is estimated at 86,000,000, a probable increase of six millions from 1905 to 1908. In 1880 there were about eleven million horses in America, while the 1900 United States census reported 21,216,888 young and old horses, 3,445,029 mules and 111,450 asses and burros, a grand total of 25,773,367 in the nation. Of this number 940,313 belonged to New York State. The 1905 census based the horse population of Greater New York on 3,611 to every 100,000 inhabitants, or 108,000 horses to three million people.

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The Motor Truck and Automobiles

Auto Show In Pittsburgh, Pa.

Last week the city of Pittsburgh might have been compared to a garage, it was filled with autos and the men interested in their sale and manufacture. The show was very complete and all the latest improvements in the various modern styles were on exhibition. There was also quite a large representation of auto-trucks among them, in fact it is quite evident, that this department of the auto manufacture is now receiving as much, if not more, attention than any other branch of the industry.

The show was held under the auspices of the Pittsburgh Automobile Dealers' Association. Seventy manufacturers of automobiles were represented.

Will Auto Supplant Horse.

That the time will come when motor power will supplant the horse in most cases where horse-power has heretofore been used is not likely to occur. The coming automobiles, and the use of motor power for many purposes has been a blessing, for there is more horse-work to be done than there are horses to do it, notwithstanding it has been recently ascertained that the present horse population exceeds that of last year by 400,000.

Every year Uncle Sam sends out a lot of young men to count the noses of horses in the country, and this year they find the total number to be 21,040,000.

Can the reader imagine what the market value of horses would be were it not for the thousands and hundreds of thousands of automobiles that now perform the labor of horses? One year ago the average price of a horse was about \$100; today they will average \$10 more per head the increase in value being not less than 10 per cent. The facts are that, while horses are worth more than they were a year ago, the price of automobiles is lessening. So, in the face of these facts, the makers of horse-drawn vehicles and the manufacturers of harness have no reason to be longer alarmed about automobiles killing their business. There are more buggies wanted this year than ever before, and as there are 400,000 more horses this year than last, the manufacturer of harness and saddles need have no further fear that, because of the automobile, they will have to abandon their present business and convert their factories to some other use.

Chauffeur Cannot Escape.

Patents have been applied for a new device for discovering chauffeurs who attempt to run away after an accident. This consists of two or three bars running across the front of the machine, covering the entire width, which serves as a carrier for the license number tag. This has an apparatus for dropping the lower bar on which the number is placed as soon as an accident occurs. If the auto runs into anything, person or vehicle, the license number falls to the ground, thereby compelling the chauffeur to stop in order to pick it up. If he should attempt to put on speed and escape the number would be left upon the ground. The device has been invented by a young man of Jersey City, who expects it to be adopted by many of the States in the near future.

Parasite of Motor World.

The Implement and Vehicle Journal of Dallas, Texas, says:

There are several legitimate second-hand automobile dealers in the Southwest, but, in their efforts to provide real bargains in slightly used cars of which the owners have tired, or which they wish to dispose of for other reasons, they are handicapped by men who, posing as legitimate dealers, are but modern day prototypes of the old horse gyp.

What he does is to look out for broken down cars of old vintages; cars which are little more than a mess of junk, and which he can secure for a mere song.

These wrecks and derelicts the gyps dress up with a new and glittering coat of paint, and they possibly have the engine gone over to an extent where the cylinders can be reasonably depended upon to work in unison for a matter of a mile or so, but that is all.

It is seldom that more than \$25 is expended by the gyp in making one of these bits of automobile flotsam and jetsam look like new, and in shape to be sold "as good as new." Possibly there is added a cheap retreaded tire, which can be depended on to blow out on the slightest provocation, but that is the extreme limit of repair and replacement expenditure.

For the rest the gyp depends upon cleverly worded advertisements. The suckers usually come from the country districts. When they ar-

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

rive at one of the gyp establishments they see a prosperous looking machine, but one which is still in need of some minor overhauling. They are taken out for a spin in the tuned-up stock car of the establishment, given a good ride until their enthusiasm is aroused. After that the sale is comparatively easy.

The man who is contemplating the purchase of a second-hand car will do well to first consult with some of the regular agencies or branch dealers whom he knows and has confidence in, and if the latter has nothing personally to offer he will at least be able to give good advice and steer the purchaser away from the gyp establishment.

There are legitimate second-hand dealers, but it is more than worth while to investigate and not be taken in by the automobile gyp, the latest parasite of the motor business world.

Domestic Express.

An innovation in body building is the "domestic express" which has just been brought out by the White Automobile Company. As the name implies, this body is designed to take care of the various odd jobs of moving and delivering which come up from time to time in connection with the home.

There has always been a demand for some convenient means of getting two or three trunks to the station, moving goods between the city house and the country house, etc., but the needs of this service are only occasional and do not justify the purchase of a separate machine.

The White Company offers as a solution of the

problem the "domestic express" body to be used in connection with their gasoline toy tonneau. The toy tonneau is detachable and, when removed, the "domestic express" body slips on in its place. The change from toy tonneau to "domestic express," or vice versa, is made in a few minutes.

A PERENNIAL BOON

Kendall's Spavin Cure is one horse remedy that does not go out of fashion. There is no reason why it should. More than a generation ago it was found to be a wonderfully efficient cure for common horse ailments, and as these ailments are the same now as they have always been, the remedy is as powerful as it ever was.

Time, however, has added greatly to its popularity. Almost all horse owners know it. Drug-gists everywhere sell it, in fact, they are compelled to sell it, because horsemen call for it and will accept no other remedy. A little book, "A Treatise on the Horse and His Diseases," published by the makers of Kendall's Spavin Cure can be had free at stores where the remedy is sold, or upon application to the manufacturers, Dr. B. J. Kendall, Enosburg Falls, Vt., enclosing a 2-cent stamp it will be mailed to any address.

\$3.50 Recipe Cures Weak Kidneys Free

Relieves Urinary and Kidney Troubles,
Backache, Straining, Swelling, Etc.

Stops Pain in the Bladder, Kidneys & Back.

Wouldn't it be nice within a week or so to begin to say goodbye forever to the scalding, dribbling, straining, or too frequent passage of urine, the forehead and the back-of-the-head aches; the stitches and pains in the back; the growing muscle weakness; spots before the eyes; yellow skin; sluggish bowels; swollen eyelids or ankles; leg cramps; unnatural short breath; sleeplessness and the despondency.

I have a receipt for these troubles that you can depend on, and if you want to make a *QUICK RECOVERY*, you ought to write and get a copy of it. Many a doctor would charge you \$3.50 just for writing this prescription, but I have it and will be glad to send it to you entirely free. Just drop me a line like this: Dr. A. E. Robinson, K-1955 Luck Building, Detroit, Mich., and I will send it by return mail in a plain envelope. As you will see when you get it, this recipe contains only pure, harmless remedies, but it has great healing and pain conquering powers.

It will quickly show its power once you use it, so I think you had better see what it is without delay. I will send you a copy free—you can use it and cure yourself at home.



"Please ship us a five-pound pail of U. S. Metal Polish Paste. It is the best I ever used in all my experiences.

Yours truly,

W. T. McFALL,

Prop. The Eureka Hotel, Abbeville, S.C.

WANTED—A large and successful Trucking Company, in Massachusetts, working from 40 to 60 horses, wants an active young man who is familiar with the miscellaneous trucking business, to take entire charge of the outside work. Must be a hustler, sober and trustworthy, and one who has had experience in the handling of men. An investment of from \$3,000 to \$5,000 will be required in order to get a man who will work for the interests of the company, and who will be a fixture.

An excellent opportunity for the right man. First-class references required. State in full experience had.

Address P. B. Co.,
Team Owners Review, Pittsburgh, Pa.

ADVERTISERS DIRECTORY

AXLES. Cleveland Axle Mfg. Co. Timken Roller Bearing Axle Co. Sheldon Axle Co.	HELVE HAMMERS. The West Tire Setter Co.	REMEDIES. Parke, Davis & Co. German Distemper Remedy Co. Dr. A. E. Robinson.
AXLE GREASE. Frazer Lubricator Co. Dixon Crucible Co.	HOTELS. Ponce De Leon, Atlantic City.	STABLE SUPPLIES. Poughkeepsie Fdy. & Mach. Co. Gibson Oat Crusher Co. Taber Pump Co. Coates Clipper Mfg. Co.
COVERS. Pittsburgh Waterproof Co.	HAMES. U. S. Hame Co.	STATIONERY. The Myers & Shinkle Co.
DRAYS AND TRUCKS. The Auburn Wagon Co.	POLISH. U. S. Metal Polish.	TIRE HEATER. Rochester Tire Heater Co.
DRAFT SPRINGS. Beecher Draft Spring Co.	PIANO MOVERS. Sycamore Wagon Works.	TIRE SETTERS. The West Tire Setter Co.

*In answering advertisements please mention
THE TEAM OWNERS REVIEW.*

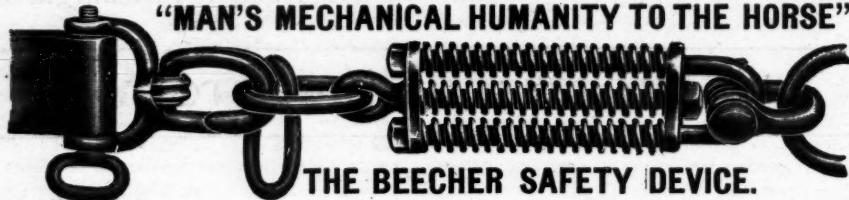
ASPHALT ROADS

It is the expectation of the Massachusetts Highway Commission to extend the use of asphalt compounds for the coming season in its road making. The general opinion of its engineers last year as the season progressed was that the asphalt products were more reliable and gave better results than the tar products, also that it appeared that the asphalt would wear for a greater length of time. As a result of its experiments, the Commission treated many miles of macadam surface, which was badly worn, by filling all ruts, holes and

depressions with a mixture of asphalt, oil and gravel, or a sharp sand, or stone and stone screenings; the road being evened up and brought as nearly as possible to a uniform smooth surface. Then the road was coated with from one-fourth to a half gallon of hot asphalt oil to the square yard. The oil was laid on as evenly as possible over the surface, being spread with a broom where necessary. It was then immediately covered with sand, gravel or screenings spread evenly over the road surface in sufficient quantities to absorb all of the oil. If oil appeared, it was covered from time to time so that no oil should come in contact with passing vehicles.

Beecher Draft Spring Co.,**New Haven, Conn.**

Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"CONVENIENT, DURABLE,
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop

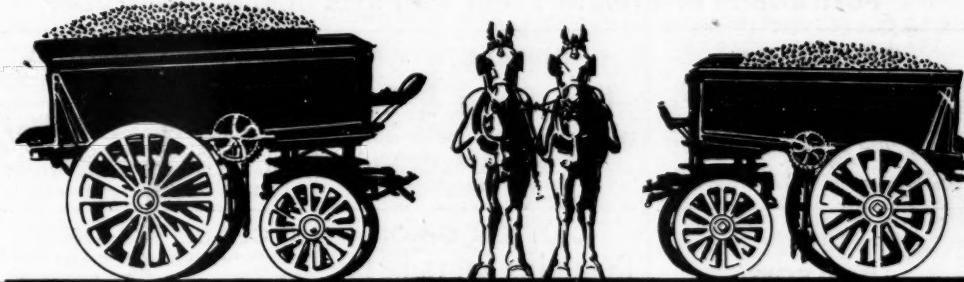
**The Myers & Shinkle Co.**711 Liberty Street,
PITTSBURGH, PA.

**DRAY RECEIPTS
RAILROAD RECEIPTS
ORDER SHEETS
BLANKS
BOOKLETS
BILL HEADS
LETTER HEADS
Etc., Etc.**

TELEPHONES:
P. & A. - - - 1056 Main
C. D. & P. - - - 259 Grant

**DRAY BOOKS
BINDERS
ALUMINUM ORDER
and
RECEIPT HOLDERS
BLANK BOOKS
INKS, PENCILS, PENS
Etc., Etc.**

Six Tons — or Three?



EMPIRE Ball-Bearing Axles

Double the Horse's Hauling Power

THE team that has been limited by old-fashioned friction axles to a three ton load, can, with less effort, handle six tons on Empire Ball-Bearing Axles. So long as you use friction axles you are wasting one-half the horse power you pay for.

Empire Ball-Bearing Axles are made for all heavy service, such as Brewers, Coal and Ice Dealers, Machine and Safe Makers, Manufacturers and Wholesalers in all lines, Express and Transfer Companies, Liveries, Construction Contractors, Riggers, Furniture and Piano Movers, Fire Departments, etc., etc.

Empire Ball-Bearing Axles add about \$100 to the cost of a 6-ton wagon and increase the wagon's earning power \$4 or \$5 a day,—*making the investment pay 1500% a year*. These axles can be substituted for ordinary axles by any blacksmith or wheelwright and without requiring new wheels. They are furnished as regular equipment on new wagons by manufacturers, or your regular wagon builder will build them in your wagon to order.

Empire Ball-Bearing Axles are guaranteed for two years, and usually last ten times that long. They should not be confused with inferior ball or roller bearings. Cups and cones in Empire bearings are of Vanadium steel, and the balls are superior to those used in automobiles. A $\frac{5}{8}$ -in Empire ball will stand 50 tons weight.

Empire Ball-Bearing Axles are made also for carriages of all kinds.

Write us for further information and name of our nearest representative.

SHELDON AXLE COMPANY, Wilkes-Barre, Pa.

Largest Manufacturers of Axles and Automobile Springs in the World.

TRANSFER COMPANIES' DIRECTORY.

Names and Addresses of Prominent Transfer Firms and Forwarders of Freight From All Parts of the Country.

AURORA, ILL.

Thompson Transfer & Storage Co.
Office, 67 S. Broadway.
Storage, Draying, Packing and Freight Hauling
A Specialty.
Reduced rates South West and North West.

BOSTON, MASS.

BOSTON
Forwarding & Transfer Co.
General Offices, 310 Congress Street,
Recognized Forwarding Agents,

BOSTON, MASS.

F. KNIGHT & SON,
(CORPORATION.)
61 OLIVER STREET,

Forwarders and Contractors

BOSTON, MASS.

"WE MOVE EVERYTHING."

R.S. Brine Transportation Co.
43 India Street, -

TRUCKING, FORWARDING AND RIBBING,

BRIDGEPORT, CONN.

Lattin Storage and Trucking Co.
TRUCKS, VANS, CARTS, EXPRESS.
Consign Carloads or Less to Us for Delivery. Store a Surplus Stock With Us It is Ready for Your Trade.
TWO STORAGE WAREHOUSES.
Office: 365 Water Street.

BUFFALO, N. Y.

**THE BUFFALO STORAGE
AND CARTING CO.**

Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.

BUFFALO, N. Y.

Niagara Carting Co.
223 Chamber of Commerce.
GENERAL CARGO & STORAGE,
Transferring Car Load a Specialty.

BUFFALO, N. Y.

O. J. Glenn & Son
EVERYTHING IN THE LINE OF MOVING,
CARTING, PACKING, STORAGE.
Office, 44 Church Street.

CANTON, OHIO.

Cummins Storage Co.
310 East Ninth Street,
STORAGE, DRAYING, PACKING AND
FREIGHT HANDLING A SPECIALTY.
Unsurpassed Facilities for Handling Pool
Cars

CHICAGO, ILL.

Bekins Household Shipping Co.
Shippers of
Household Goods and Emigrant Movables Only.
Reduced Rates on Pacific Coast & Colorado
Offices—First National Bank Building, Chicago, Ill.
148 So. Broadway, Los Angeles, Cal.
12th and Mission Sts., San Francisco, Cal.
1915 Broadway, Oakland, Cal.

CHICAGO, ILL.

F. G. Weintz, Pres. & Treas. E. J. Weintz, Secy
WEINTZ EXPRESS & TRANSFER CO.
Custom House License.
Car load distribution and forwarding a specialty.
Facilities in Chicago.
Established 1897 Incorporated 1897
Main Office and Warehouse, City Office,
55-60 Sherman Street. 41 Lakeside Building,
Tele. Har. 664 & 667. Tele. Har. 5840.

CINCINNATI, OHIO.

THE MERCHANTS DRAYAGE CO.
Special attention given to the
distribution of Carload
freight.
Phone 1683. Office, No. 6 W. Third St.

CINCINNATI, OHIO

John B. Stueve Harry J. Stueve
John B. Stueve & Son
Express
Car Loads Distributed and Forwarded.
Phone, West 1740. 842 W. Sixth St.

CINCINNATI, OHIO.

PETER HUGHES,
No. 204 Sixth Street, East.
Forwarding & Distributing.

CLEVELAND, OHIO.

**The General Cartage
and Storage Company.**
No. 1111 Superior Viaduct.
CARTAGE, STORAGE & PARCEL DELIVERY
Car Loads Distributed and Forwarded.

COLUMBUS, OHIO.

"We Deliver The Goods"
The American Delivery Co.
352 N. High St.
Transfer. Storage.
Forwarding.
H. G. Stouffer, Manager.

DENVER, COL.

PECK DELIVERY COMPANY
S. C. PECK, Proprietor.
Manufacturers' Agents and Distributors.
STORAGE, PACKAGE DELIVERY.
Distribution of Large or Small Con-
signments a specialty.

DENVER, COL.

THE WEICKER
TRANSFER AND STORAGE COMPANY,
Office, 1035 Seventeenth St.
Warehouses, 1133-37 Ninth Street.
1429-39 Wewatta Street.
Distribution of Car Lots a Specialty.

DES MOINES, IOWA.

**BLUE LINE TRANSFER
& STORAGE COMPANY.**
GENERAL STORAGE, CARTING,
PACKING AND SHIPPING.
FIRE PROOF WAREHOUSES

DES MOINES, IOWA.

**MERCHANTS TRANSFER AND
STORAGE CO.**
WAREHOUSEMEN
AND
FORWARDERS.
General Offices: Union Station

DETROIT, MICH.

H. J. READING TRUCK CO.
Office: 20 E. Woodbridge St.
GENERAL CARGO AGENTS,
For Wabash and Canadian Pacific Railways.
SUPERIOR FACILITIES FOR HAULING AND
ERECTING ALL KINDS OF MACHINERY.

TRANSFER COMPANIES' DIRECTORY—Continued.

EL PASO, TEXAS.

Pomeroy's**El Paso Transfer Co.**

Offices: 300 to 310A South Oregon Street,
and Union Passenger Depot.
General Transfer and Heavy Trucking of all kinds
Storage. Large or small consignments given prompt attention.

ERIE, PA.
THE ERIE STORAGE AND CARTING CO.

Two Warehouses located on
Trackage of L. S. & M. S. R. R.
The Only Exclusive Warehousemen.

FORT WAYNE, IND;
Brown Trucking Co.

Moving, Carting, Storage and
Distributing,
125 W. Columbia Street.

FORT WORTH, TEXAS.
BINYON TRANSFER & STORAGE CO.

FRONT AND THROCKMORTON STS.
Receivers and Forwarders of Merchandise. Furniture Stored, Packed
Shipped and Moved.
Hauling of Safes, Machinery and Freight
a Specialty. Telephones 127-

HARTFORD, CONN.
The Bill Brothers Co.

TRANSFER & STORAGE,
Special Facilities for Moving Machinery. Safes, Furniture, Pianos, etc.
STORAGE WAREHOUSES with separate apartments for Household Goods, and Railroad Siding for Carload Shipments

HELENA, MONT.
Benson, Carpenter & Co.
RECEIVERS & FORWARDERS
Freight Transfer and Storage Warehouse
Handling "Pool" Cars a Specialty
TRACKAGE FACILITIESHOLYOKE, MASS.
Trucking of all descriptions,
WM. H. MOREHOUSE Transfer,
105 Main Street,
Phone Conn. Holyoke, Mass.HOLYOKE, MASS.
THE
Sheldon Transfer Co.
Express Trucking, Heavy Teamming,
General Forwarders.

IOWA CITY, IOWA.

**Merchants Dray & Storage Company,
Storers, Movers & Forwarders.**

Dealers in Safes.

Consignments of Goods Solicited.

Two Storage Warehouses.

OFFICE, 408 EAST COLLEGE STREET.

LANCASTER, PA.
Keystone Express Co.

General Transfer and Drayage.
Office: Cor. Prince and Chestnut Streets,
T. N. Hostetter, Mgr.
Furniture and Merchandise of Every Description carefully handled.

RECEIVERS AND FORWARDERS:

LEOMINSTER, MASS.

W. K. MORSE,
Light and Heavy Trucking of All Kinds,
Office and Stables, rear 83 Mechanic St.
Residence, 147 Whitney St.

LOWELL, MASS.
THE STANLEY TRANSPORTATION CO.

12 THORNDIKE STR.
CONNECTED WITH ALL RAILROADS IN
LOWELL.

McKEESPORT, PA.
McKeesport Transfer & Delivery Co.

B. BIDDLESTONE, Pres.

SHIPPING & FORWARDING AGTS.

MANSFIELD, OHIO.

COTTER
Transfer and Storage Co.
General Hauling and Storage.MILWAUKEE, WIS.
Kinsella Transfer Co.

617 CLINTON ST.

WE MOVE EVERYTHING.
ALL KINDS OF TEAMING.MINNEAPOLIS, MINN.
CAMERON'S
Transfer & Storage Co.

200 Nicollet Avenue,
Unsurpassed facilities for Storing,
Handling, Transferring and
Forwarding Merchandise
and Household Goods.

NAUGATUCK, CONN.

Clark's Naugatuck Express**MOVING, PACKING & STORING
OF FURNITURE & PIANOS.****GENERAL HAULING.**

P. O. Box 151. Residence 25 Cherry St

NEW BRUNSWICK, N. J.
Empire Trucking Co.

LIGHT AND HEAVY TRUCKING, STORAGE,
TRANSFERRING and FORWARDING of GOODS
Manufacturers of Wales Patent Hoist
for pianos, safes, etc., strongest,
simplest and most efficient.

NEW HAVEN, CONN.

The Peck & Bishop Co.,
Offices, 183-185 Orange St., 25 Union St.,
Passenger Depot.

Best of Facilities for Moving Furniture,
Pianos, Safes, Machinery, Etc.
STORAGE WAREHOUSE.

NEW LONDON, CONN.

B. B. GARDNER,
18 Blackhall Street,
Piano and Furniture Packer,
Mover and Shipper.
Safe Mover.
Freight and Baggage Transfer.
STORAGE.

NEW YORK, N. Y.

The Meade Transfer Co.
GENERAL
FREIGHT FORWARDERS.

Transfer Agents of the
Pennsylvania R. R. and Long Island R. R.
MAIN OFFICE, P. R. R. PIER, 1 N. R.

OIL CITY, PA.
CARNAHAN
TRANSFER & STORAGE CO.
STORAGE AND PACKING.
PIANO MOVING A SPECIALTY.PITTSBURGH, PA.
HAUGH & KEENAN,
Storage and Transfer Co.
Centre and Euclid, E.E..PITTSBURG, PA.
W.A. Hoeveler Storage Co.
General Office, 1150 Penn Ave.
Packers, Movers, Storers and Shippers of Works
of Art, Furniture and Household Goods.

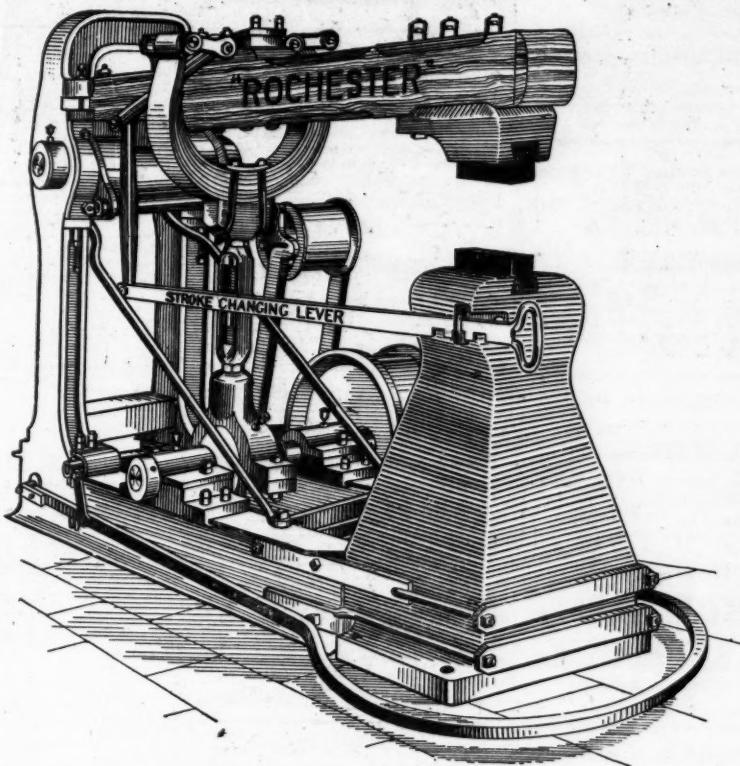
TRANSFER COMPANIES' DIRECTORY.—Continued.

PITTSBURG, PA.	SAN ANTONIA, TEX.	
Weber Express & Storage Co. 4620 Henry Street. Moving, Packing and Storing of Furniture and Pianos. General Hauling.	HENRY C. RIPS, 304 EAST SIDE ALAMO PLAZA. Plane, Furniture Moving, Packing, Storing; Correspondence Solicited.	How
PITTSBURGH, PA.	SCRANTON, PA.	
Blanck's Transfer & Storage Co. MOVING, PACKING AND STORING BAGGAGE & FREIGHT DELIVERY Carriages and Coaches for Weddings, Receptions, Parties, &c. Bell Phones, 2288 & 169 Hilland P. & A. 169 East OFFICE, 6344 PENN AVENUE, E. E.	G. W. Brown Office: Lackawanna and Cliff Streets, DRAYMAN AND RIGGER, Largest and Most Complete Warehouse in N. E. Pennsylvania. STORING, TRANSFERRING AND FORWARDING	About
PITTSBURG, PA.	ST. LOUIS, MO.	
SHIELDS Transfer & Storage Co. General Office, 4759 Liberty Avenue, Packers, Movers, Storers and Shippers of Furniture, Pianos and all classes of Household Goods.	COLUMBIA TRANSFER CO. Special attention given to the distribution of car load freight. Depots: St. Louis, Mo., & East St. Louis, Ill.	Your
PITTSBURGH, PA. 818 W. Diamond St., North Side.	ST. LOUIS, MO.	
J. O'NEIL Express and Storage, Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.	ST. LOUIS Transfer Company, 400 South Broadway, Agents for All Railroads Terminating at East St. Louis and St. Louis.	Card
PITTSBURGH, PA.	TRENTON, N. J.	
SHERRY TRANSFER MOVING & GENERAL HAULING Office 945 Penn Avenue, J. T. SHERRY.	Petry's Express and Delivery HEAVY TRUCKING, Piano and Furniture Moving, Baggage Transferred and Delivered. Light Delivery Work and Distributing specialty. Office: 320 E. State St. L. D. Phone. 451	For
PORTLAND, MAINE.	YORK, PA.	
CHASE TRANSFER CO. GENERAL FORWARDING AGENTS Eastern Steamship Co., Maine Steamship Co., Grand Trunk Ry. Special attention to Carload Consignment. FRANKLIN WHARF,	HENRY HURST'S Drayline All Kinds of Hauling ^{on Short Notice} 122½ North George Street.	Next
PORLTAND, ORE.		
NORTHWESTERN TRANSFER COMPANY, 45 First Street, General Forwarding Agents, Special Attention Given To Pool Cars.		Month's
ROCKFORD, ILL.		
Red Line Transfer & Storage. M. H. LORDEN, Prop. We Store, Pack and Ship Household Goods on Short Notice. Pianos a Specialty. Local Agents of the American Forwarding Co. OFFICES: WAREHOUSE: 318 S. Main St. 206-214 N. Water St.		Issue ?

When answering advertisements please mention THE TEAM OWNERS REVIEW.

Rochester Helve Hammer

MADE IN SIX SIZES.



No Transfer or Carting Company operating a repair blacksmith shop can afford to do without one of these hammers.

Besides doing ordinary forging and drawing work, will weld tires, weld axles and handle a variety of work impossible to do under hammers of other makes.

Can be fitted with dies for making special shapes same as drop forge work.

Will pay for itself quickly in time and wages saved.

Cut shows large hammer with dies set lengthways of helve. When hammer is to be used for doing all kinds of general forging and also for welding tires, it makes a good combination to have the regular drawing or forging dies set crossways of the helve, and the welding dies set lengthways of helve. If you are considering the purchase of a power hammer we will be glad to send descriptive booklet free.

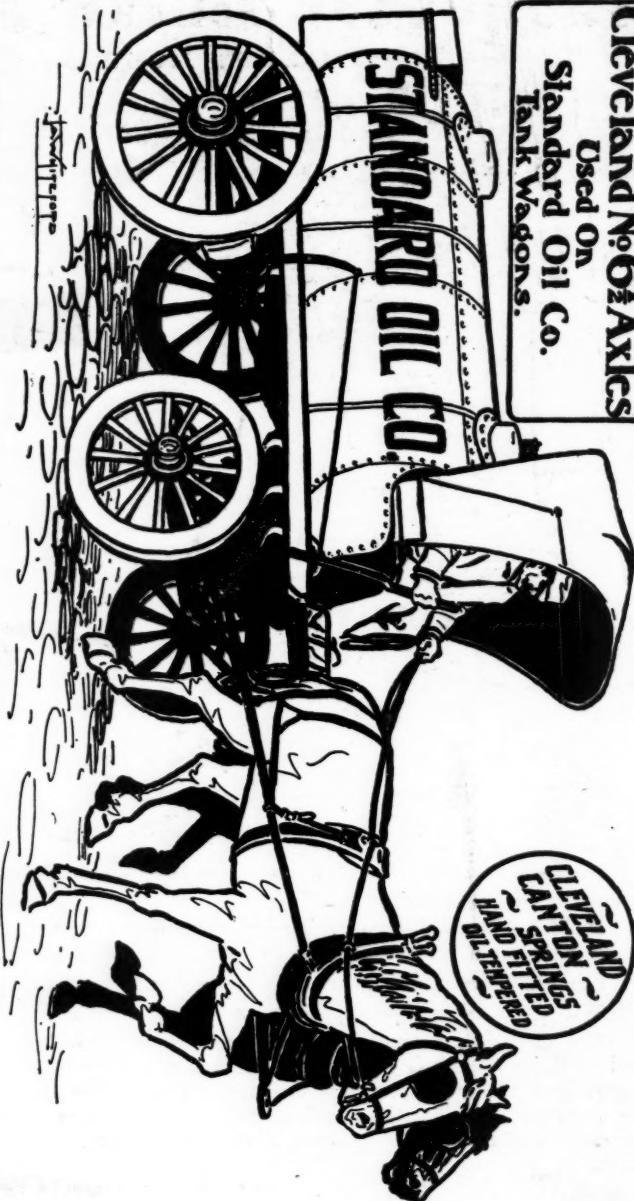
The West Tire Setter Company,
ROCHESTER, N. Y.

THE TEAM OWNERS REVIEW.

Cleveland No. 6½ Axles

Used On
Standard Oil Co.
Tank Wagons.

CLEVELAND ~
CANTON ~
SPRINGS ~
FITTED
HAND
OIL-TEMPERED



— THE ONLY CONCORD AXLE made with Swelled Shoulder in front of collar. In addition to this, the Cleveland No. 6½ Concord Express is made from carefully selected Steel of special Analysis, with an increased spindle, case hardened, with sand grooves, oil chambered, case hardened boxes — distinctive features which insure strength, lightness of draft and wearing qualities not to be found in other makes.

A trial on any express, delivery wagon or truck will convince you of their superior quality.

MADE ONLY BY

CLEVELAND AXLE MFG. CO., Canton, Ohio.

EXCLUSIVE AXLE MAKERS OF 40 YEARS' EXPERIENCE